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FAMOUS NAMES IN THE ROYAL NAVY

H.M.S. ALERT

The present ALERT was completed in 1946. But in the Navy the name is very old. The sixteenth ALERT was a corvette of 750 tons which sailed in company with the Discovery in 1875 on one of the first Arctic expeditions. The scene reconstructed here shows her wintering on the open coast on the edge of the pack ice in the most northerly winter quarters ever formed, from which she gathered an exceptionally rich harvest of scientific information. The spot is now occupied by the Combined Canadian and American Meteorological Station, which is fittingly named ALERT.

Volume CCXXXVI No. 3067 The SPHERE, London, January 10, 1959

The SPHERE

with which is incorporated THE GRAPHIC

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MR. MIKOYAN ARRIVES IN THE UNITED STATES—HIS VISIT COINCIDED WITH THE LAUNCH OF THE RUSSIAN COSMIC ROCKET: The chief Soviet Deputy Prime Minister (centre, hatless) is surrounded by police officials as he leaves Idlewild Airport, New York, at the start of his visit. He said he hoped to meet both Mr. Dulles and President Eisenhower for talks. As Mr. Mikoyan reached Washington by road from New York, the Russian cosmic rocket passed the moon and started to go into orbit round the sun.

Mr. Mikoyan, on his arrival in the United States, insisted that he was on holiday. The talks he was to have with the American Secretary of State and the President were described cautiously as "unofficial." He said, however, that he was willing to discuss any problem, including Berlin. In Washington, speculation, despite this screen of politic allusiveness, gave various reasons for the visit. Besides discussing trade relations between the two countries, he was thought to be paving the way for a meeting in the U.S. between Mr. Eisenhower and Mr. Khrushchev, who has several times expressed a wish to visit America. Other likely topics for discussion were the possibility of a deal over Berlin and the likelihood of a Summit conference. As Mr. Mikoyan last visited the United States in 1936, it seemed only human that he wanted to judge American progress for himself. On his arrival at Idlewild Airport, a small number of Hungarian refugees shouted "Red murderer!" Some commentators inferred that Mr. Mikoyan's visit was timed to coincide with the launching of the successful Russian cosmic rocket. This passed 4,660 miles to the west of the moon, with its instruments and transmitters working, and started to go into orbit round the sun. (Further pictures referring to the rocket on page 51.)

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

CHILDREN'S MEET : A cavalcade of horses and ponies, mainly ridden by girls, moves off from the village green of Whittington, in Gloucestershire. The children's meet was organised by the Cotswold Hunt over the hilly countryside. Held at the very beginning of this year, the meet was attended by many young riders.

A London Newsletter

195-198, STRAND, W.C.2.

1958 In Review—"A comparatively tranquil year," was *The Times* summing-up of 1958. No more than the customary anxieties abroad, a continuance of the customary prosperity at home. But I wonder if the statesmen and public of Victorian days and pre-war days would have thought that verdict a masterly understatement. Highlights: De Gaulle got the prize for the man of the year. Macmillan was "built-up" into second place, and his Government suddenly achieved in mid-year an encouraging access of popularity on the results of their austerity and on a wave of optimism which broke the bonds of restraint and control, stepped on the gas and took off the brakes. Mr. Khrushchev used Berlin as his chief spanner, carried out another purge, postponed a summit conference, but allowed some progress to be made towards a convention to halt atom tests. "Little wars" included Quemoy, and the Lebanon and Jordan adventures. Cyprus staged its nadir in horror. Algeria looked very nasty, America enjoyed a recession and loosed satellites and moon rockets. There were the usual crop of *coups d'état* in Latin-America and elsewhere, where they are most popular. Many of these events might have touched off a powder keg. The odd thing was that they didn't. They were carried over in 1959, some of them quite damp squibs. Just a normally tranquil post-war year. Inured to sensations and awful threats, we were much more interested in the weather, abnormally wet and foggy, and we used up a lot of our fire and fury and nervous energy on the vanishing ashes of cricket, on international sports, ballroom dancing, life-peeresses, anti-rocket demonstrations, crime, Wolfenden and what not. It is remarkable that once fearful bogies can turn into hollow turnips and "nobody seem a penny the worse." It is the measure of our immunisation against panic. We refuse to be stampeded. The Gadarene swine have no relish for the cliff edge. It 's a hopeful sign for the future.

Once More Into The Breach.—Here we are, well into the New Year, holidays over, armour buckled on again and all the old enemies facing us in the enemy camp. Aunt Sallies, most of them. We jolt them with a well-aimed blow, but the fair-man always sets their grinning heads up again. We never dispose of any old face, howsoever battered. I notice that I dismissed 1956 as a "poisonous" year and had nothing very nice to say of 1957 in its historical and climatic aspects, and only last week I said a pretty cool good-bye to 1958, which, as far as weather is concerned, it deserved. Now we are advanced into 1959 with the usual but (in some quarters at least) ever more modified optimism, and the first enemy to be disposed of is winter—strength unknown. It always strikes me as a mistake that it attacks us usually after Christmas and two months of fogs and darkness, and waits to show its hand until the days lengthen and the first flowers and blossoms appear on the earth. It always takes us by surprise and ill-prepared, just as it does the blackbirds who often start their spring flirtations during a mild, black Christmas, and if and when it comes with severity, it long outstays its welcome, as in old days did the second cousins during their annual visits to great Whig country-houses. And after winter, spring follows—and how damnable it can be ! And after that, perhaps a General Election, not much jollier, before we get our practically assured week of fine summer between May and September. And all the time and all around us the old Aunt Sallies are grinning away and eluding our coconuts.

THE NEW DEPUTY HIGH COMMISSIONER FOR AUSTRALIA ARRIVES IN LONDON : Sir Allen Brown arrives with his wife and daughters, Helen and Joan, to succeed Sir Edwin McCarthy, who has been appointed Australian Ambassador to The Hague. Sir Allen, who is aged forty-seven, has been Secretary of the Australian Prime Minister's Department for nearly ten years.

The Communists, the Curtain, the Middle East, the Ne and the Far, Asia and Africa, Nasser and nastier, the co of living, unemployment, crippling taxation and Ever man's King Charles's head. Once more into the breac dear friends ! Perhaps—it is about due—1959 will bri us a mild winter, a lovely summer, a beautiful Budget a a satisfactory General Election.

Gaitskell Prepares.—The Shadow Premi accepting 1959 as almost certainly General Election ye has announced the main planks in his fighting platfo which will bring Labour to power again. They are fore policy, housing, education, pensions and unemployme He knows more about party strategy than most, ye wonder if he had been wiser to keep a carpet over platform. The Tory leaders will surely take note of main planks and see if they cannot undermine some them before choosing the General Election date. Hous education, pensions and unemployment are all subje which, as 1959 advances, may look prettier to the committed and the wobblers, if the Government contin to pay attention to them; and as for foreign policy, likelihood is that in the electors' mind, it will largely b down to the elimination of nuclear weapons and all terrors they suggest. In any case, who among pa strategists can forecast in advance what will be the subj of chief interest which wins or loses an election in a sin constituency on an indefinite date in 1959 or 1960 ? might well be the repairs to the main sewer in the cou town or some imponderable "Zinoviev letter" or charming wife of one of the candidates. If Mr. Gaitsk is wisely vague about his fighting points on foreign poli he is less Delphic about the pound. He disapproves Government's recent step towards convertibility. He s in it grave danger that unforeseeable events might a result increase unemployment and curtail industrial exp sion, but he does not intend to unscramble that bad e And I very much doubt if the average elector would w much concern himself with convertibility's ultim advantages or dangers to himself in the street where lives, and views television and fills up his pools form

I.G.Y. Harvest.—The Geophysical Year over and the experts are assessing the harvest. All se to agree that the year was a success and the harves bumper. A success not least for the unself-seek co-operation of so many, nearly seventy, nations, poli ally and ideologically divided in bitterness. The I.G.Y research was limited in scope to fundamentals—to exam our planet and the atmosphere surrounding it. It had utilitarian or commercial aims. It probed the atmosphe around us and found a deadly radiation layer encirc us. It investigated the causes of the aurora borealis. probed the ice which covers a tenth part of our glo and is the chief source of cold air, and found that Antarct is not solid but an archipelago of islands covered by The year's sputniks and satellites were not *ad hoc* expe ments of the I.G.Y. But they helped a lot, and apparently did the Windscale accident, which was certai not *ad hoc*. It will take decades to sift and store harvest, but already, we are told, it has given even politicians something serious to think about. If we k know more of the sun that warms us and of the ice-fie which freeze our marrows, it may be that everyone of may gain better hope for our terrestrial future. I shall content if the scientists bring us a fine warm summ and less fog, and the politicians spend more of our mon at home improving our earthly lot. But in my to ignorance of science, I take off my undersized hat the I.G.Y. and its harvesters.

What About Gilt-Edged ?—After First World War I wasted my blood-money and wh small savings I possessed in the wildest gambles, su as an orange-grove in South Africa, a gold-mine Canada and a "commercial bank" in London. A having quickly lost the lot, I took the advice the "old men" and resolved never again to ventu beyond Government securities and the sound trustee stocks. With the result that I am now fool and pauper of the family. Such small su as over the past years we have been able to p over to our children were all, on the advice of same bank that urged caution on me in 19 invested in equities, and not a week passes but or other of them reports to me with glee anot share-for-share bonus and every one of them doubled the value of his holding. Not so, present writer and backer of his country's cre And now, to put the lid on it, I read that Government intends so to plan its tax cuts the April Budget that "workers" will be couraged to "build up a share-owning interest industry and commerce," in short, to go bu headed into equities and not fool away th money with ridiculous gambles in Governm securities. And yet it was Barney Barnato Joel, or some such tycoon, who once confess that he would die a richer man if he had put he had made into 2½ per cent. Consols! I won what some of the old statesmen and bank would have thought of their present ebullient juggernaut successors who write off Governm credit as old junk and invite us all to pour

money into industrial shares. *Their* principle was that on the support of the Government's credit, all else depended. Who lived, if England died? To-day, it is: Trustee securities and Government bonds for fools, and let 'em stew in their own juice. All the wise equitise.

Some Talk . . .—Suppose a far-sighted and sport-loving Government, here and down under, had imposed a ban on all Press commentary about Test cricket, except for straight reporting during the matches of the tour, I wonder whether the cricket would be brighter and cricket-lovers better entertained. I am not by any means sure of the answer. Quite certainly, the publicity given to our cricketers affects their nerves as it persuades them that their reputations are of world importance and that if they fail to live up to them, England dies. As a result, playing the game like mesmerised rabbits or monuments in stone can make the games themselves boring, and then the fans fall back on a cynical enjoyment of the twists and turns, the wisecracks, the high hopes and doldrums, of the accredited Press reporters, and we derive our fun from the tergiversations of the critics instead of from the jitters of the cricketers. If some lunatic editor could collect, codify and summarise all that has been written and said by cricket experts about this Test series since October, I doubt if there would remain a shred of reputation on any one of them. But, bless you, that don't worry the critics and their employers. There is still money in talking about, if not playing, the game. And, in the end, the game somehow survives, to confound the critics and win the cricket-lovers back. It has that rare virtue of surprise, which flourishes longest on the village green. And cricket is not the only subject upon which talk overshadows action and often enough spoils the game. If there had been a ban on all commentary about negotiations between East and West, negotiations in Cyprus and the Middle East, and where-not in our troubled world, I don't doubt that the protagonists would to-day be a little less suspicious of one another and civilisation a day's march nearer home. And the war leaders, too, are at it all day long, keeping the fighting going merrily. "Some talk of Alexander . . ." Perhaps that quotation is inept. Alexander is about the only general who doesn't talk and is not therefore talked about.

May Day.—Yes, in spite of them all, cricket, even Test cricket, can still spring its surprises and bring its dramatic thrills. Not since Barnes dismissed Kellaway, Bardsley, Hill and Armstrong in five overs at a cost of one run in 1911, had the Test Match feat which Davidson brought off at the opening of the second Test been approached. Three star batsmen sent back in a single over with the total score at 3 for seven runs! And now for the scene and setting of that incredible May Day. The captain strode to the wicket. What were his thoughts, how did he control his nerves in those desperate seconds? His whole reputation and his country's were at stake. For him as captain, for England as the exporter of the strongest side ever despatched to hold the Ashes. He went in to spoil a hat-trick; it was his birthday; his fiancée was watching him (for I feel sure she wasn't watching lawn tennis or bathing). The score was three wickets for 7 runs, with the first match already lost. Could you invent any other features to enhance the nervous strain of that walk to the wicket? He was equal to it; he is certainly in the first dozen of great batsmen. "In spite of them all" (the armchair critics who try to ruin cricket), the old game can still produce its surprises and thrills and confound the prophets of doom. "Only yesterday," Bailey, who did almost as much as May to pull out England's charring chestnuts, was universally condemned for his dreadful caution which had turned a great game into a boring bad joke. Then followed very swiftly one more of cricket's "divine surprises." England's debacle in the second innings transformed May from hero into scapegoat.

THE OLD GUN WHARF AT CHATHAM CLOSED DOWN: A building of much historic interest, the old Gun Wharf House, was not included in the closing-down ceremony, since it is under the protection of the National Trust. After the Union Jack had been hauled down, the wharf itself was offered for sale as part of Royal Navy economy measures.

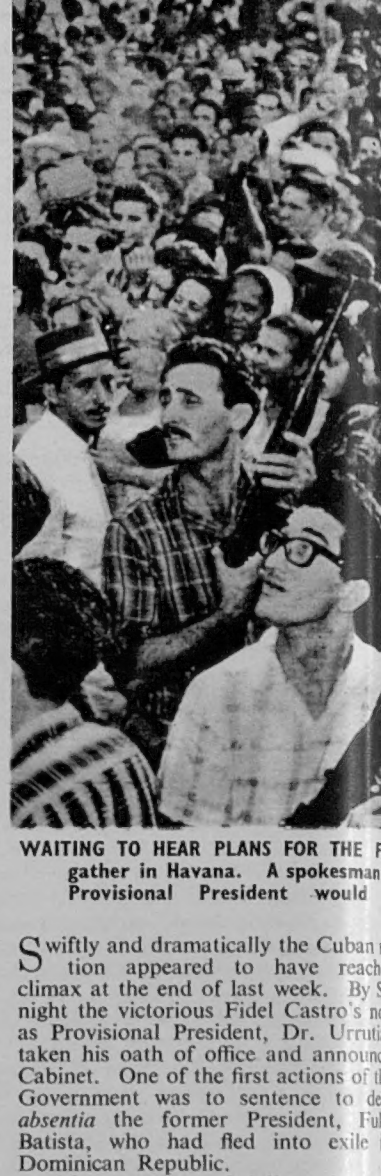
Unwanted Statuary—a Solution.—Bright and helpful ideas usually strike me when the weather is warm and skies blue. When one such visits me in the December fogs, I regard it as inspired and offer it at once to all it may concern. In this small island, we are becoming embarrassed to find suitable accommodation for rejected statuary. These rejects fall into three main categories: (1) Statues of sovereigns and empire builders which long stood among the scenes of their triumphs in our once far-flung Empire and are now rejected by newly-enfranchised nations or units of the Commonwealth. (2) Newly-minted, monumental works to commemorate this or that worthy or event, accepted by some authority and later rejected by pressure of public distaste. (3) Statues erected in our cities in past centuries to various worthies which modern taste at last finds intolerable or ridiculous or which traffic problems have made it necessary to remove. The authorities rack their brains to find alternative sites, since the idea of destruction is impiety. Here is a simple and economical suggestion: take Avebury as a model and set them up in a continuous row, in lieu of flowering shrubs, to divide the two-way traffic on our new trunk roads. They will make travel more interesting on those boring stretches, black-out the dazzle from headlights and solve several problems in one fell swoop, from the filching of space we cannot spare to using to the utmost the space already filched. Let us make a start on the Preston stretch and turn it into a rolling panorama of English history, political, military and artistic, for all who run to read.

THE FIRST SERVICE IN THE NEW COVENTRY CATHEDRAL: The Bishop of the Diocese, the Right Rev. Cuthbert Bardsley, sits before the altar during the Blessing of the Undercroft Chapel on New Year's Eve. This is the first part of the Cathedral to be blessed for worship. On New Year's Day, the Feast of the Circumcision, the Bishop celebrated the first Eucharist in the chapel. The Cathedral is not expected to be finished until 1962. Recently, the Goldsmiths' Company of London made a gift of £5,000 for the cross and candlesticks for the Cathedral's high altar.

"Aiding the Civil Power."—It has been suggested that John Citizen has forgotten his duties as a citizen to come to the aid of the civil power or authority (or police) when it requires his assistance to enforce law and order, and that a pamphlet or code on the subject might be written and widely distributed to householders, as a means of deterring criminals, heartening the police and awakening the consciences of you and me to the practical performance of our manifest duties. In matters of law and order, you and I have rights as well as duties. In exercising some of our rights, as outlined by the Bench at various times, we may easily get into hot water with the Law itself. In exercising our duties—which are clear and non-contentious, we may get into hot water with the criminals. Subject to correction and a very faulty memory of what I learned when reading for the Bar, I seem to recall that one judge once pronounced from the Bench this interpretation of a citizen's right to preserve law and order and his property: "If, in the small hours, you come upon a burgler removing your silver plate from your safe, I recommend you to load your gun, point it at his heart and pull the trigger." That was the *sense* of his pronouncement, and I fear many of his brethren to-day would call it nonsense, and to obey it would get you into very hot water. The civil power certainly does not want the honest citizen to preserve law and order without its help. Dial 999. It certainly does not want honest John to carry arms and use them even when called in to help. A little pamphlet stating the limits and nature of the aid we may and must give, if called in to help, would be very clarifying.

THE OLD STAGER

VICTORIOUS REBELS IN THE CAPITAL OF CUBA: Followers of Fidel Castro, the insurgent leader, drive on a flag-draped car through the street in Havana after hearing the news that President Batista had fled the country. On these pages are the latest radio pictures from Cuba.



WAITING TO HEAR PLANS FOR THE F gather in Havana. A spokesman Provisional President would

FROM POWER TO EXILE: Fulgencio Batista celebrates with his wife and his two sons, in foreground. The picture was taken in 1954 on the Batista estate outside Havana after he had been elected President of Cuba.

THE NEW MAN IN CUBA: Fidel Castro is seen here in the mountains in the early days of his revolt. Last Sunday he started a triumphal progress to Havana.

Swiftly and dramatically the Cuban
tion appeared to have reach
climax at the end of last week. By
night the victorious Fidel Castro's n
as Provisional President, Dr. Urruti
taken his oath of office and announ
Cabinet. One of the first actions of t
Government was to sentence to de
absentia the former President, Ful
Batista, who had fled into exile
Dominican Republic.

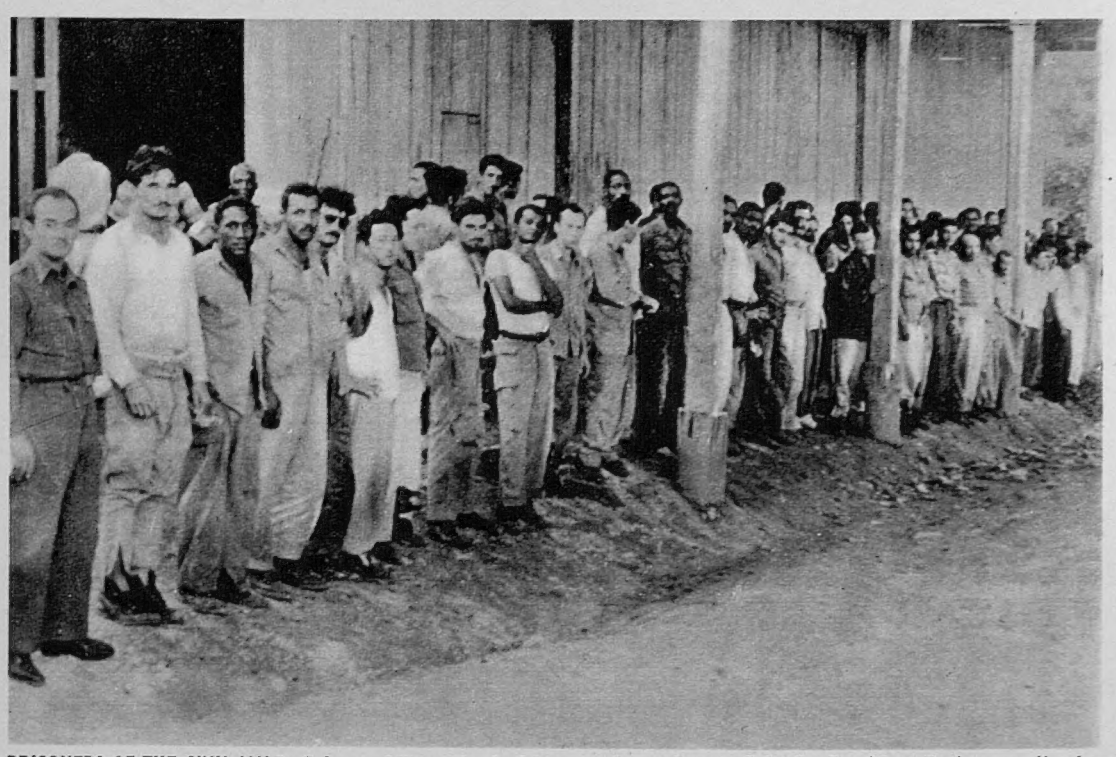
After two years of civil war it was
be expected that the take-over by th
regime would be bloodless or
violence. When the news spread
Batista had abdicated, Havana gave it
to a night and a day of mob rule. Th
have been partly stimulated by the fa
Castro had previously called for a g
strike in sympathy with his cause thro
the capital. Besides street battles b
police and bona-fide Fidelista, both
their duty according to their own
bands swept through the streets, overt
cars and smashing parking meters,
are very unpopular in Cuba. A news
office and a casino were set on fire. Bu
offices, including some belonging to f
firms, and stores were looted. Accord
one report eleven peopl
killed. Although the
was called off, order wa
fully restored by a presu
temporary proclamatio
martial law.

Among the first
insurgents to reach th
was Ernesto Guevara, C
Staff of Castro and ge
regarded as his right
man. Aged only twenty
he is stated to be the so
wealthy Argentine archi

Without doubt the
whom all were awaitin
Castro himself. His pr
was expected on Tuesda
When his victory was a
he began a triumphal pr
through the island from
to west. On the perso
of the leader of the Mov
of July 26, as the rebels
themselves, the future of
depends. He is one
small group of those
secretly returned from
exile and started the
drawn-out civil war ove
years ago. Those who
him describe him a
austere and dedicated fa
A measure of his charac
seen in his observance
Constitution, which lays
that the President must
least thirty-five years
Castro is thirty-three.
has nominated for this
Dr. Urrutia, a former j
(First stage in the C
revolution, see page 59.

PROVISIONAL PRESIDENT: Manuel Urrutia (left), nominated interim Head of State by Castro, signs some papers. *On left*—The banners include a caricature of President Batista being kicked out of Cuba.

astro supporters, some of them carrying weapons, ew regime announced that Dr. Urrutia's policy as ree elections and freedom of speech and of the Press.



PRISONERS OF THE CIVIL WAR: Cuban soldiers who had been under orders to fight for President Batista are lined up on a balcony at San Domingo, in central Cuba, waiting to be interrogated by the victorious Fidelista. There had been a long battle with attacks and counter-attacks before the rebels took the town from the Government.

CASTRO TRIUMPHANT

The Victory of the Fidelista and the Overthrow of President Batista in Cuba

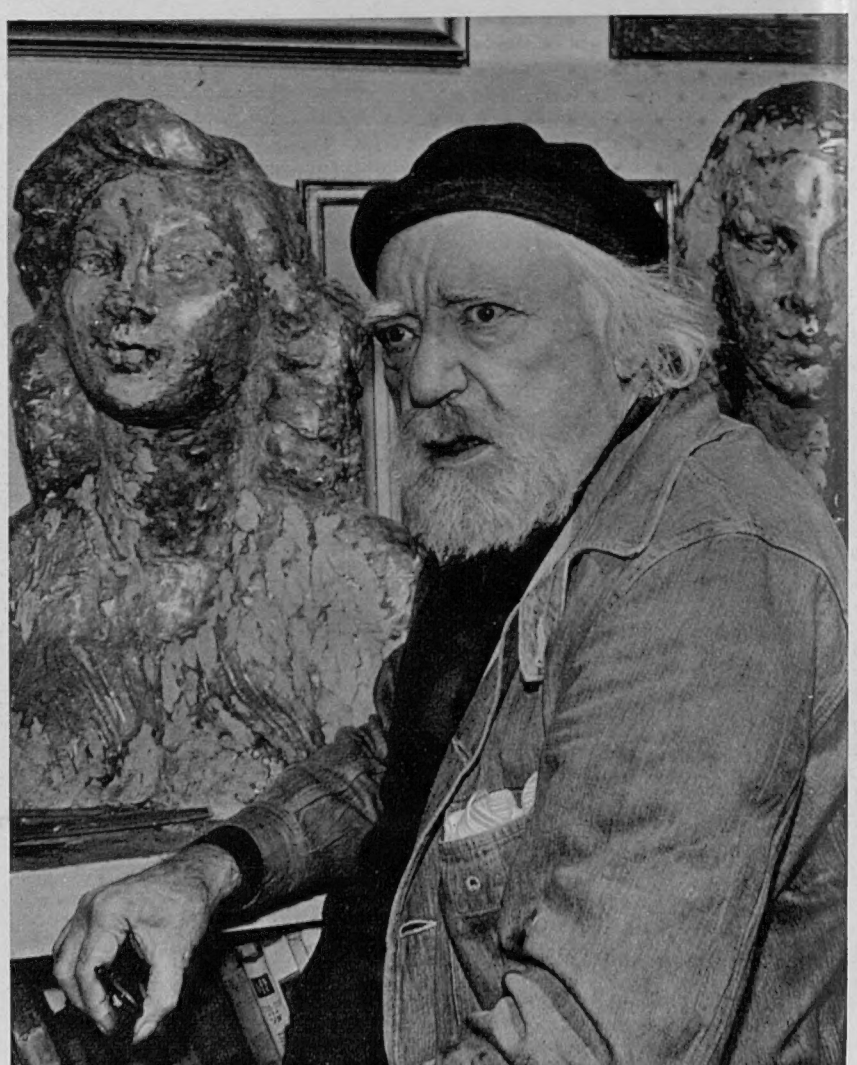
On right—
DEMANDING THE RELEASE OF POLITICAL VICTIMS: Demonstrators stand outside the Principe Prison, in the Cuban capital, and demand that a number of prisoners held by Batista's orders should be released.

STREET BATTLES AND RIOTING IN HAVANA: *Left*—A policeman opens fire on looters who had been pillaging a casino. *Right*—A squad of rebels engages in street fighting with police. Havana ran riot as soon as it was known that President Batista had abdicated. Buildings were sacked and set on fire and battles broke out between Fidelista and supporters of the old regime. The city's troubles were increased by lack of supplies owing to the general strike called by Castro. Martial law was proclaimed before order was restored.

AUGUSTUS JOHN, O.M., CELEBRATES HIS EIGHTY-FIRST BIRTHDAY: Wearing a characteristic beret, the eminent artist is seated in a chair in the study of his home, Fryern Court, at Fordingbridge, in Hampshire. The picture was specially taken in the painter's study last week to mark his eighty-first birthday. On and above the bookcase are some of his busts and paintings. Numerous other drawings and paintings are pinned to the shelves of the large bookcase on the left. Nowadays Augustus John is referred to with affection as the "**Grand Old Man of British Art.**" He was born at Tenby, in Wales, and came to London in the '90's. As an official war artist during the First World War, he shared the privilege of wearing a beard with only two other officers. His long and successful career as a painter and sculptor was crowned in 1942 with the award of the Order of Merit. According to the reports of the photographers who visited him last week, Augustus John is still looking forward to "endless work." When asked for his views on "action" painting, his only comment was "I am not familiar with it."

AUGUSTUS JOHN IS EIGHTY-ONE

The Eminent Artist at His Home at Fordingbridge, in Hampshire

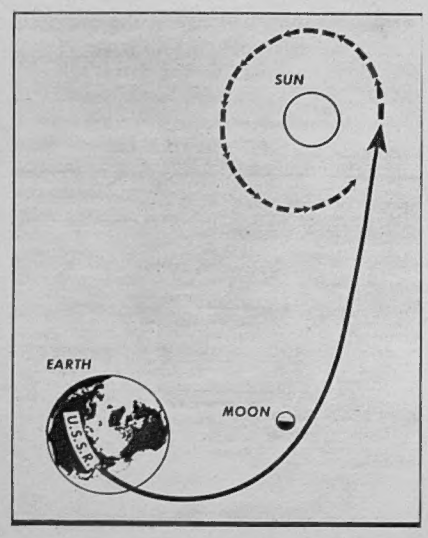


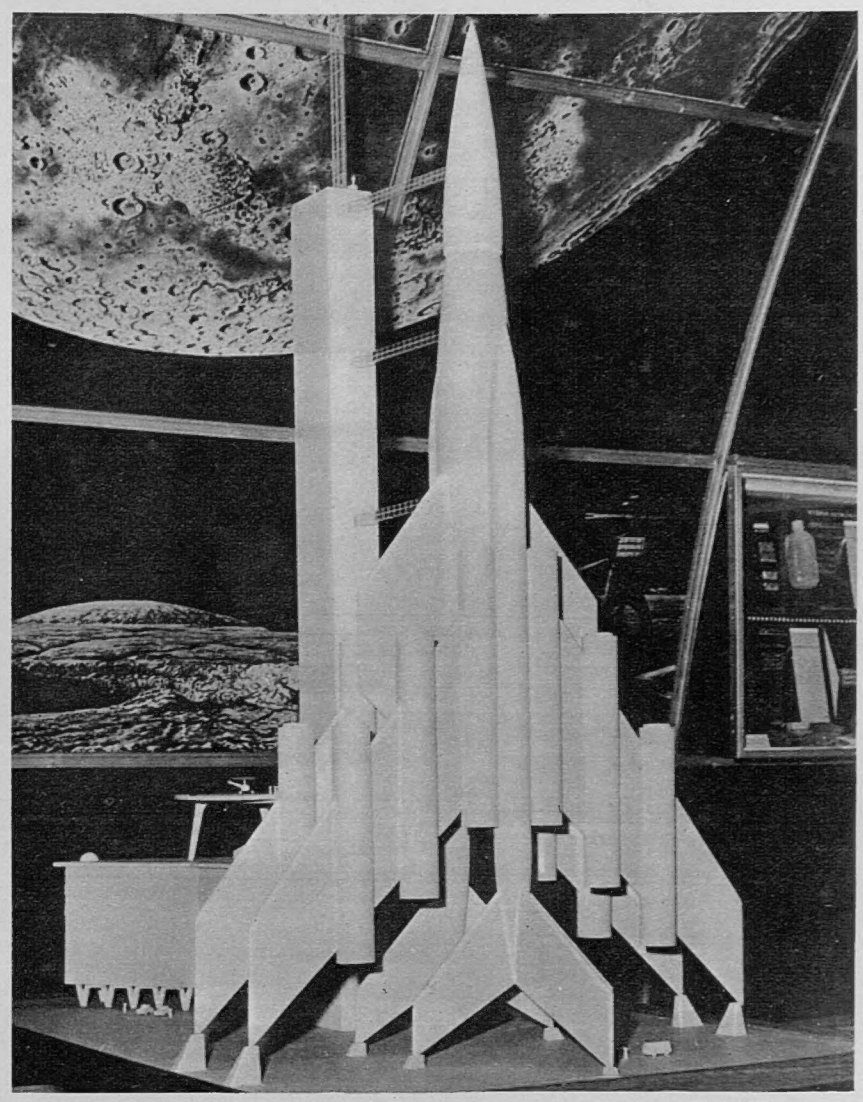
IN CHARACTERISTIC POSE: *Left*—Augustus John works on the centre of the three sculptures on the bookcase in his study. It is of his eldest daughter. The bust under a plastic cover is of a nobleman's daughter, while the third sculpture is of a Norwegian woman. *Right*—The artist, who was born in Tenby, Wales, pauses during his work to allow a photographer to take a birthday picture. He spent the day (Sunday, January 4) quietly at work, being visited by a few personal friends and members of his family.

THE NEWS IN PICTURES

On right—

THE PATH OF THE RUSSIAN COSMIC ROCKET: This diagram shows the path of the Soviet rocket, passing the moon at a distance of 4,660 miles, according to the Soviet News Agency Tass. It then started to go into an elliptical orbit round the sun. Tass said the rocket would reach its nearest point to the sun on January 14, when it would be about 91,500,000 miles from the sun. Its orbit would be 214,750,000 miles long, taking fifteen months to complete each circuit. Passing the moon, the rocket's transmitters and instruments were all working. This, with the extreme accuracy of the launch, is evidence of the unqualified success of this Soviet venture into space. It seemed that there was no reason to suppose the first man-made solar satellite would ever be thrown out of orbit except by chance collision with the Earth or Mars. In all probability its journey would continue for millions of years.





A MODEL OF THE COSMIC ROCKET? At an exhibition in Prague called "The Soviet Earth Satellites" is a model officially described as the "Soviet Moon Stratoplane." An unofficial source described it as the successful cosmic rocket. Some scientific authorities in the west, judging by the size of model vehicles at the foot, thought it might be a model of an extremely ambitious future Russian space project.

A commemorative stamp issued in Moscow showed the cosmic rocket with the three sputniks. This was probably the main stage and final instrumentation section, equipped with large guide vanes. Since the International Geophysical Year had ended, the Russians made no pretence of revealing much data about the cosmic rocket. What information there was showed that the weight of the final stage was about 1½ tons. Its speed was up to 6·8 miles per second. The temperature of the rocket's surface was given at 50 to 59 deg. Fahrenheit.

MEETING ARAB REQUESTS IN ISRAEL: In Jerusalem, the Israel Prime Minister, Mr. Ben-Gurion (sixth from left), receives five Arab members of the Knesset at his residence. It was reported that he told them that he was putting proposals to the Israeli Government to introduce relaxations in the military governorship maintained over Arab districts of Israel. Under the military rule, many Arabs need permits to go to work, they may be placed under preventive arrest, and they can be expelled from their homes as punishment for undesirable activity. Mr. Ben-Gurion reviewed what had been done to meet Arab requests since he had met members of the Knesset a year and a half previously. More than 3,000 claims for compensation for land lost had been met.

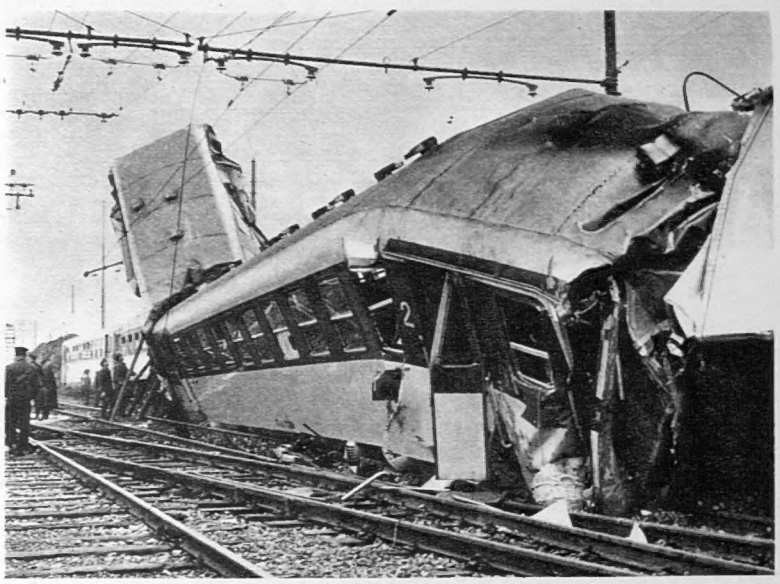
M. MICHEL DEBRE: A leading member of the U.N.R. (neo-Gaullist Union for the New Republic), M. Debré was confidently expected to become the new Prime Minister of France, when General de Gaulle formally became President of the Republic.

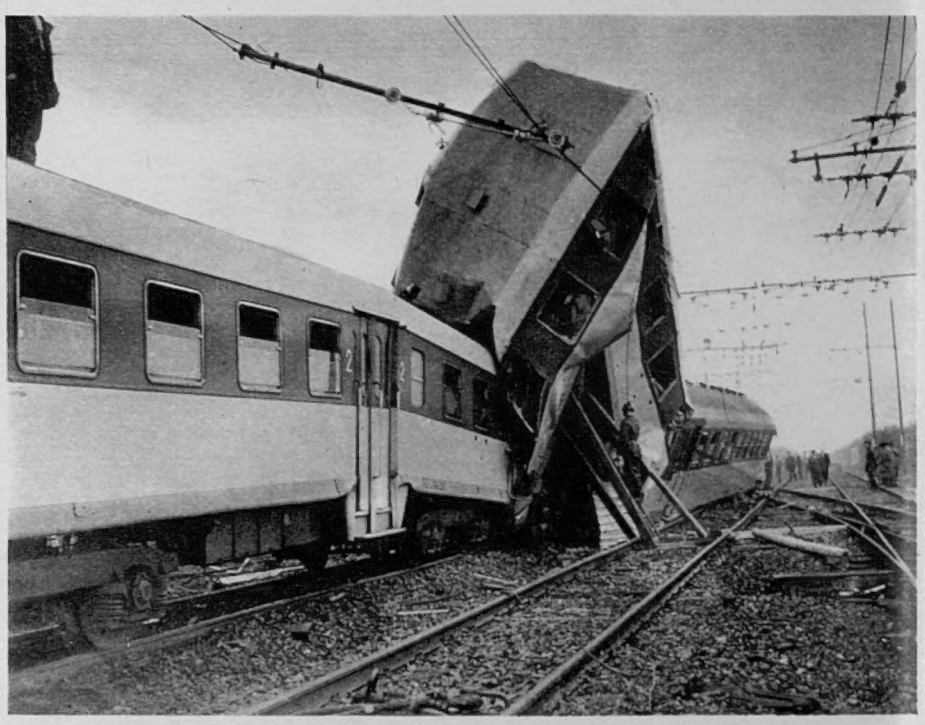
EUROPEAN COMMON NUCLEAR RESEARCH STATION: At Meyrin, near Geneva, in Switzerland, is the site of the first nuclear research station which is under construction, on a mutual assistance basis, by twelve European countries. In the foreground is the circular cartwheel shape of the proton-synchrotron. This is a machine for accelerating protons (sub-atomic particles) to very high speeds. The protons are kept in a circular path by magnetic fields. The high-voltage accelerator at Meyrin has its magnets underground. In the background are laboratories and management buildings.

THE NEWS IN PICTURES

On right—

FLAMES SWEEP THROUGH CALIFORNIA: Smoke pours from one of two bush fires which swept through the State at the turn of the year. In this aerial picture the flames are seen sweeping out of control through Topanga Canyon, near Los Angeles. This fire, the first of the two, started in the Santa Monica mountains which separate the San Fernando Valley from the Pacific. The second started a little later in the Hollywood Hills and the flames threatened the homes of film actors and actresses. Both fires are believed to have been started maliciously. Many homes were destroyed and more than 250 people are reported to be homeless. Thousands were evacuated as the flames, fanned by strong winds, spread through the dry undergrowth. At one time there were nearly 2,000 firemen engaged in fighting the two fires.





TRAIN CRASH IN ITALY ON NEW YEAR'S DAY: The pictures *above* and *on right* show the damage caused to the coaches of a passenger train which crashed into stationary goods wagons at San Giuliano Piemonte, near Tortona, in the north of Italy. Two persons were killed and several injured. The passenger train was travelling from Turin to Bologna. Normally, the train would have been crowded, but on New Year's Day it was nearly empty.

RESCUE FROM A TANKER: A helicopter hovers at the drifting bow of the tanker *African Queen* after she had broken in half in the Atlantic five miles off Ocean City, Maryland. The stern and main section of the vessel, from which forty-five of the crew of forty-seven were rescued by air, is grounded on the left. The remaining two members of the crew were rescued by sea. *On left*—The two halves of the vessel are side by side. Altogether, nine helicopters were used in rescue operations. The 22,340-ton dead-weight tanker, sailing under the Liberian flag, was northbound from Covenas, Colombia, when she struck an undersea shoal, on which she grounded. After the split, the ship's bow swung round and drifted towards the stern, which remained firmly grounded. The tanker broke under "moderately rough seas with heavy swells."

THE NEWS IN PICTURES

CARDINAL GODFREY'S RETURN FROM ROME: The Archbishop of Westminster is seated on his throne in his Cathedral during the ceremony of his solemn re-entry after his return from Rome as a Cardinal. He was escorted in procession up the nave of Westminster Cathedral by Knights of Malta and Knights of the Holy Sepulchre carrying a canopy above him. His Cardinal's Hat was carried before him on a cushion by the Chancellor of the Diocese, Monsignor Edward Dunderdale.

EMBLEM OF EMINENCE: During the singing of the Te Deum Cardinal Godfrey stands before the altar on which his Cardinal's Hat is lying on a cushion below the Crucifix. In his address at the service—his first public utterance in Britain as a Cardinal—the Archbishop appealed for "a sincere desire for justice and peace and our national well-being" in industrial relations. Among those in the crowded congregation at Westminster Cathedral were the Ambassadors of Spain and Eire. Also present to welcome the new Cardinal were six Archbishops and sixteen Bishops. After the service Cardinal Godfrey came out on a balcony at Archbishop's House in Westminster and gave his blessing to the people who had followed him from the Cathedral.

On left—

THE CHURCHILLS AT THE PANTOMIME: Sir Winston, with a large muff, and Lady Churchill talk to their daughter Sarah, who is this year's Peter Pan at the Scala Theatre, in London. With them are some of Sir Winston's grandchildren, from left to right, Arabella, the daughter of Randolph Churchill, and Emma, Jeremy and Nicholas Soames. Extreme right is Julia Lockwood, who plays Wendy. The Churchills attended a children's matinee performance of the pantomime which, after it ends in London on January 24, is going on tour.

SEEING IN THE NEW YEAR: In Piccadilly Circus, dense crowds wait for midnight to strike. The steps surrounding the statue of Eros are hidden by the closely-packed people. It was one of the largest crowds in the heart of London since the end of the war. No traffic could move within a radius of a mile.

THE CHELSEA ARTS BALL: In the Albert Hall, in London, balloons float down towards the many dancers to welcome in the New Year. The theme of the ball was "Golden Jubilation," commemorating its fiftieth anniversary. The organisers broke with tradition in that the customary huge floats were missing. Instead there was a series of processional tableaux.

THE NEWS IN PICTURES

AN IMPORTANT MEETING IN CHINA: Mao Tse-tung sits in the centre of the platform, flanked by other high officials of the Chinese Communist Party. The picture, which recently reached London, was taken last month at the historic meeting of the Chinese Communist Party's Central Committee at Wuchang. It was at this gathering that Mao's retirement from the post of Chairman of the People's Council (the equivalent of President) was agreed. However, he is remaining Chairman of the Communist Party. It has been reported from China that the news of Mao's retirement from the Government has been received with dismay. Mao has visited his native province of Hunan to explain his action.

On right—

PREPARING FOR THE SUPREME SOVIET OF THE U.S.S.R.: The Council of Nationalities meets in Moscow to prepare for the meeting of the Supreme Soviet. At the latter assembly the budget was presented by Mr. Zverev, the Finance Minister. Revenue was estimated at 722,700,000,000 roubles (£64,500,000,000 at the official rate) and expenditure at 707,200,000,000 roubles (£63,000,000,000). Spending on science is to be almost doubled.

On left—

RUSSIAN AID FOR THE ASWAN DAM: Formal agreement for the Russian loan is signed in Cairo between the Soviet Union and Egypt. Signing on the left is Mr. Kisselev, the Soviet Ambassador, and on the right Marshal Amer, Defence Minister of the U.A.R. Between them sits Mr. Nikitin, leader of the team of Russian engineers who are advising on the Aswan project.

On right—

INTERMEDIARY BETWEEN BRITAIN AND EGYPT: Mr. Eugene Black, the President of the World Bank, leaves No. 11, Downing Street after lunching with Mr. Heathcoat Amory, the Chancellor of the Exchequer. The following day he left London for Cairo to act as intermediary in the attempt to reach a settlement on financial claims from the Suez intervention.

THE NEW MOROCCAN GOVERNMENT: With the King at the Royal palace are, from the left, front row: M. Maati Bouabid (Minister of Labour); M. Bahnini (Justice); M. Abdallah Ibrahim (Prime Minister and Foreign Affairs); King Mohammed V; M. Abderrahim Bouabid (Vice-Premier); Dr. Ben Abbas (Health) and M. Medbouh (Posts and Telegraph). Second row: M. Ben Abdelali (Public Works); M. Aouad (National Defence); Crown Prince Moulay Hassan; M. Thami Amar (Agriculture); M. M'Hammedi (Interior) and M. Abdelkrim Benjelloum (National Education).

DR. NKRUMAH IN INDIA: The Prime Minister of Ghana, wearing a garland round his neck, is presented with an engraved silver service by the Mayor of Delhi, Mrs. Aruna Asaf Ali. Seated on the right are Mr. Nehru and the Deputy Mayor of Delhi, Mr. R. S. Agarwal. On his arrival for his nineteen-day stay in India, Dr. Nkrumah told journalists that he saw no incompatibility between the aim of African liberation as propounded at the recent Accra Conference and membership of the British Commonwealth.

World Affairs

THE FINANCIAL REBIRTH OF WESTERN EUROPE

By JOHN CONNELL

CHARLES DE GAULLE is now President of France—the first President of the Fifth Republic. Under the new French Constitution he possesses considerably greater authority and executive power than his predecessors (personally men both capable and admirable) of the Fourth Republic; yet it is possible that history will reckon among his most important and effective executive acts certain steps which he took in the last days of December 1958, while he was still Prime Minister.

De Gaulle has shown himself again and again to be one of the great reformers of modern times—in the sense that he is a rehabilitator rather than an experimentalist. In 1940 he, and he alone, kept France's standard of courage and hope flying, when every other leader she had was in moral and spiritual rout. In 1945-46 he swept away, so far as he was able, every squalid trace of the Vichy régime. In May 1958 he rescued France from a protracted nightmare of cynicism, self-disgust, self-pity and moral apathy, and awoke her people to a true sense of their continuing greatness. Her moral and political recovery, it is worth remarking, preceded—by several months—the attempt to solve her economic and financial problems. This is characteristic of de Gaulle's processes of thought.

In his order of priorities he puts economics considerably below politics, politics as the power and the will to govern, "the gift and art of governing." "The economy," he has said, "follows like the baggage train." But there comes a time when any good governor, like any good field commander, must take a careful, searching look at his baggage train. This is precisely what de Gaulle's Government did during the Christmas holiday.

The measures were courageously conceived, skilful and well-timed. Certainly no other Administration in France but one carrying a massive weight of recently expressed popular support could have hoped to succeed in so radical and so far-reaching a series of reforms. They were announced in an atmosphere of calm and complete decorum. This, of course, is typical of France nowadays. The French have developed an outward pattern of phlegm, of quiet and stoical restraint in the face of crisis, which certainly rivals if it does not actually outstrip that which is traditionally attributed to the British. The French make no fuss about their stiff upper lip; they go off to their favourite restaurant, tuck their napkins under their chins and eat a vast, sumptuous, slow-moving and prodigiously expensive meal; then they take the family for a short, necessary, ambling walk and go home by Métro, to read about the crisis in the newspaper or to listen to speeches on the radio.

THE NEW EUROPEAN FINANCIAL POLICY: M. René Sergent, Secretary-General of the Organisation for European Economic Co-operation, announces the new and more flexible European Monetary Agreement for freer convertibility of currencies at a Press conference in Paris.

AFTER A CABINET MEETING IN PARIS: General de Gaulle leaves the Elysée Palace. In his last days as Premier he announced reforms for the Army as well as far-reaching financial plans.

On the Sunday on which de Gaulle made his momentous announcement Paris wore a mild, grey, placid aspect. The toy-soldier sentries outside the Presidential palace were as gaily ornamental as ever (M. Coty was at the seaside, General de Gaulle was due to drive up from Colombey-les-deux-Eglises later in the day); there was no massing of police or soldiers at any of the accustomed focal points, by the bridges, in the Place de la Concorde, or further up the Champs Elysées. In the concrete pill-box which, at the corner of the quai and bridge, is intended to protect the front of the Chambre des Députés, I saw no precautions more formidable than two uniform jackets—rather soiled—on their hangers, and a half-empty packet of Gauloise on the sill of one of the gun-slits. Even the "Non" painted on the footpath of the Pont des Arts had been washed very thin and shaky by the winter rain.

By chance I have been in France during several of the financial crises which have been oft-repeated phenomena of the post-war years. I was there in August 1947 when Dr. Dalton, then Chancellor of the Exchequer with a song in his heart, precipitately ended the convertibility of sterling which he had as precipitately introduced in the previous month; I was there at the end of September 1949 a few days after Sir Stafford Cripps devalued the pound, after having explicitly denied that he would take any such step. In September 1957 I bought an English newspaper in the lobby of the Aigle Noir at Fontainebleau and saw that the Bank Rate had been raised to 7 per cent. I am accustomed to the inevitable, slightly unseemly and usually unnecessary flutter of anxiety about the rate of exchange one will get for one's remaining travellers' cheques: the strange, remote mysteries of international finance suddenly appear to affect one's own pocket, one's hotel bill and the expression on the cashier's countenance.

Since they were enwrapped in fold upon fold of the polysyllabic and daunting jargon in which monetary experts think it necessary to express themselves, the events of the last week of 1958 were more than ordinarily difficult for the layman to understand. However, two important considerations of principle, rather than of the technique of international finance, emerge. The first is that what happened in France in Christmas week did not happen in isolation, but was closely linked to major developments throughout Western Europe, not least in the United Kingdom, as the centre of the sterling area. The second is that this opening of a new currency era—the description applied to the whole process by *The Financial Times*—is a consequence and not a cause of certain major political decisions, taken over a period of a good many months.

It has been obvious for some time that politically the Western, non-Communist half of the world is moving out of the attitudes and behaviour-patterns of the post-war era, and is reorientating itself slowly and steadily, though not without some stress, pain and setbacks. Such indeed has been a major theme to which I have frequently reverted in these articles. There is occurring an analagous, but not quite parallel, economic and financial reorientation. Anyone who is not a Marxist ought to rejoice that the economic process follows, and does not precede, the moral and political processes. Here lies the relevance of de Gaulle's "baggage train" simile; and it is bound to make orthodox Marxists extremely angry, since it is not only (as I said a few weeks ago) an expression of that swing to the Right and away from Socialism which is so marked a contemporary phenomenon in free countries, but is an outright challenge to the rigid Marxist principle of economic determinism.

If we look back, we can recognise that 1956, the year of Suez and of the Hungarian revolution, was the year of political crisis: the nations of the Western world then faltered, dithered and were grievously disunited (the inescapable analogy is 1938, the year of Munich). We put ourselves in the starkest danger then, and we are not out of it yet. But in 1957-58 we rallied; we shamed ourselves into a measurable degree of recovery of political courage, clear-headedness and resolution. It may be twenty years or more before, collectively and individually, we are quite so foolish again, quite so ignoble, cowardly and lacking in any capacity to manifest that unity about which we had been chattering so glibly for years past.

It would be altogether too optimistic to claim that we have irrevocably and finally learned our lesson; it looks as if universal-suffrage democracies may have to go to this harsh school at least once in every generation. But in Western Europe, in the United Kingdom, France and the Federal Republic in particular, we have, it seems, absorbed an important ancillary lesson: that if we desire to give any effective strength to our sense of political freedom, we had better make sure that we are, so far as possible, financially and economically strong and independent. (In parenthesis, it may not unjustly be claimed that the West Germans cottoned on to this slightly ahead of the rest of us.) The baggage train, in fact, must be orderly and efficient; and it must be *our* baggage train, and not obviously and heavily mortgaged to anybody else.

The revival in the strength of sterling, which has continued unabated month by month since September 1957, has not been fortuitous. It is the result of policy decisions as correct as they were courageous. France, under de Gaulle's leadership, has now had to make similar stern and difficult, but necessary, policy decisions. Their courage is patent; their correctness will show itself in due course. France until late December 1958 was suffering from the curious malady which afflicted Great Britain in the middle 1950's—a buoyant, active and fundamentally healthy internal economy allied to external currency relations which were inept, inefficient and outdated. The currency of the three major countries of Western Europe, the United Kingdom, France and Western Germany, can now be healthily and efficiently inter-related. That far from perfect apparatus, the European Payments Union, has been wound up and replaced by the more flexible and competent European Monetary Agreement. Who was found to sing a coronach at the funeral of E.P.U.? None other than that fine old exponent of crusty financial traditionalism, Mr. Hugh Gaitskell.

Perhaps the assessment of the situation offered by the leader-writer of *The Financial Times* was, though not as gloomy, a good deal sounder: "The dollar standard of the post-war years has come to an end. In the new financial world which has come into being, the major international currencies are more nearly of equal standing."

A not unimportant—and, one would have thought, satisfactory—result of this financial rebirth is that the City of London to a considerable extent replaces former hard-currency centres like Zurich and New York as one of the major money-markets of the world. It is mildly curious that the Leader of the Opposition in the British House of Commons can find grounds for fear and suspicion in such an occurrence. Not at all odd, however, and (if you have any taste in irony) much more fun was the immediate, utterly uninhibited reaction of the British Communist Party, the editor of whose daily newspaper proclaimed: "The financial Bourbons of the City have been given the power to wreck the British capitalist economy and imperil jobs. They are being allowed to use, or rather dissipate, Britain's resources in yet another vain effort to make the City once again the unchallenged financial centre of the world." The bankers of Zurich and of Wall Street are not, one trusts, unduly embarrassed by this new, vociferous ally.

SOMALILAND

A Little-known British Territory in the Horn of Africa

By STEWART THOMSON

UNTIL fairly recently British Somaliland was prob the least known of our Colonies and Protecto It is only with the growth of Aden as a key port bet the Mediterranean and the Indian Ocean and, in the decade, with the upsurge of nationalism in Africa and Middle East that this dry, barren country has taken important place on the map.

Very little is known of the early history of the Som One theory is that about A.D. 1200 two direct descend of the Prophet Mohammed, Darod and Isaak, arrive Somaliland and founded the Somali race. Most of nine main tribes in the territory to-day are said to descended from them. Islam, in any case, had establi itself as the dominant religion by about the sixte century and the great majority of Somalis still be to the same Sha'afi sect of Islam as the populatio the Aden Protectorate and southern Yemen.

The first to explore the interior of Somaliland w British officers from the Indian Army stationed at A There was a brief interlude of Egyptian rule which c to a sudden end during the Mahdist risings in the S Then, in 1884, Britain occupied the areas around Ber and Zeila, which had been abandoned by the Egypt signed treaties with local tribal chiefs and establish protectorate.

In staking a claim to this part of the Horn of Af the British, like the French and Italians, had no illus about any potential wealth in the territory itself; its value lay in its strategic position on the Gulf of A and the Indian Ocean.

Except for a few isolated regions, Somaliland is a barren country with a popula of over half a million who mainly nomadic and, until rece were indifferent to which Euro nation chose to protect them so as their grazing arrangements not interfered with. Almost the water available is supplied by seas water-courses or "tugs" which flooded during the brief periods and conserve enough for natural wells. The vege consists for the most part of grass and drought-resistant trees, of which the "galol" Acacia Bussei is by far the important. Its long roots are to make the framework of the So hut or "gurgi" and its ba either turned into camel water-vessels and rope or is for firewood. The fruit of "galol" provides animal fodd

The Somali's wealth is chie camels, of which the grazing an —mostly female—are in a cat of their own. When the grass camels require water only every weeks or so and are driven distances between pastures and Sheep, goats and cattle, on the other hand, need water four or five days. The camel-camps are, therefore, much mobile than other herds. The nomad villages move wi flocks, but the camel remains the standard of wealth.

Although the Somalis are highly mobile, they m to retain a certain degree of tribal, or more exactly solidarity. Most of the clans are led by Sultans, usually own substantial herds of livestock, but it i elders of the nomadic hamlets who exercise effe control. Whenever some major decision is called fo a dispute arises, a council or "shir" is summone which all adult free-born males have the right to s

The only stable and effective political unit in Somal is the blood-wealth or Dia-paying group, which may few hundred or several thousand strong. In 1957 were over 300 of these groups in the British Protect In the first instance they were set up by a numbe small families for self-protection in case of attack, they have evolved their own rule of law and the Br authorities keep a record of agreements reached bet various Dia-paying groups as a basis for negotiatio major disputes.

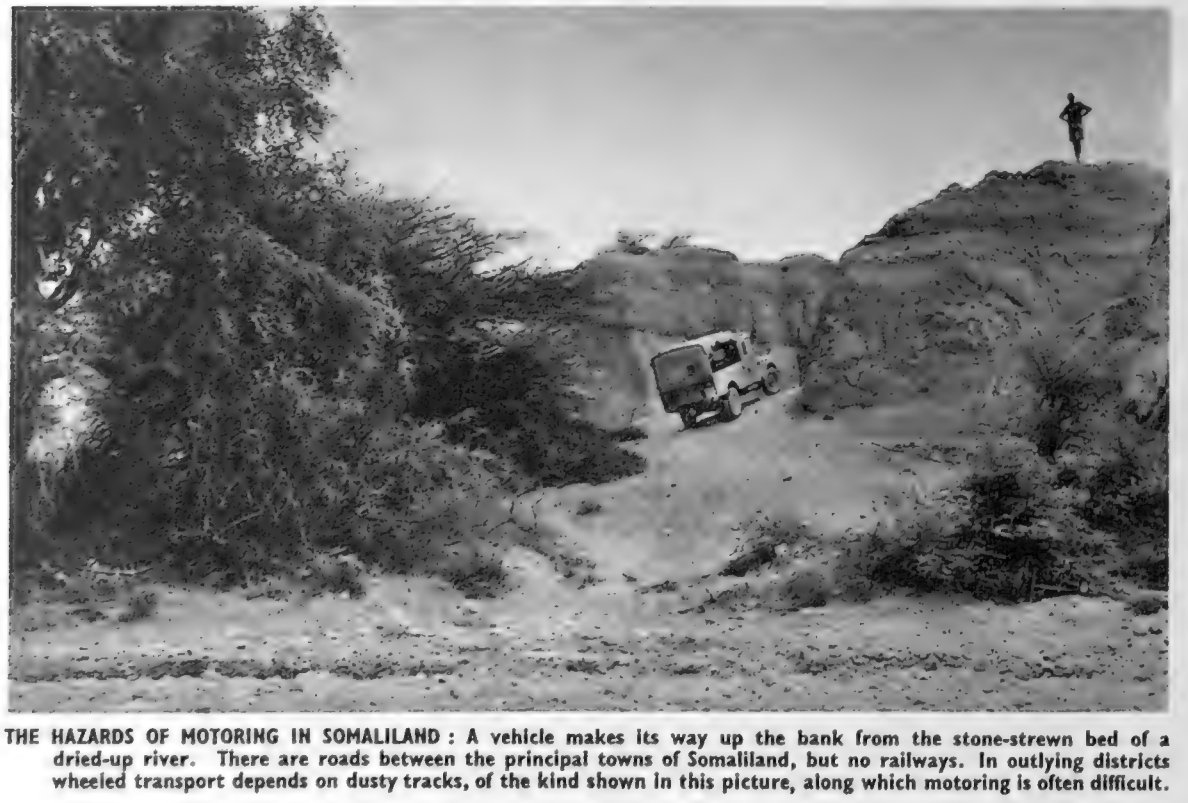
Both Somaliland and Somalia, the former Ita colony which since 1950 has been under U.N. Tru ship, are economically dependent on outside sup Without a large British subsidy the Somalis in towns Hargeisa, the capital of the Protectorate, would be fo back to the primitive living-standard of the nom Somali sheep are exported to Aden, but the wool i poor quality; the hide, which is thin, is used for gl

(Continued on page

IN SEARCH OF NEW GRAZING-GROUNDS: A Somali family on the move pauses during its trek to find fresh grazing for its stock. The camels are loaded with goods and chattels. Somaliland is a dry, barren country and most of its people are nomadic.

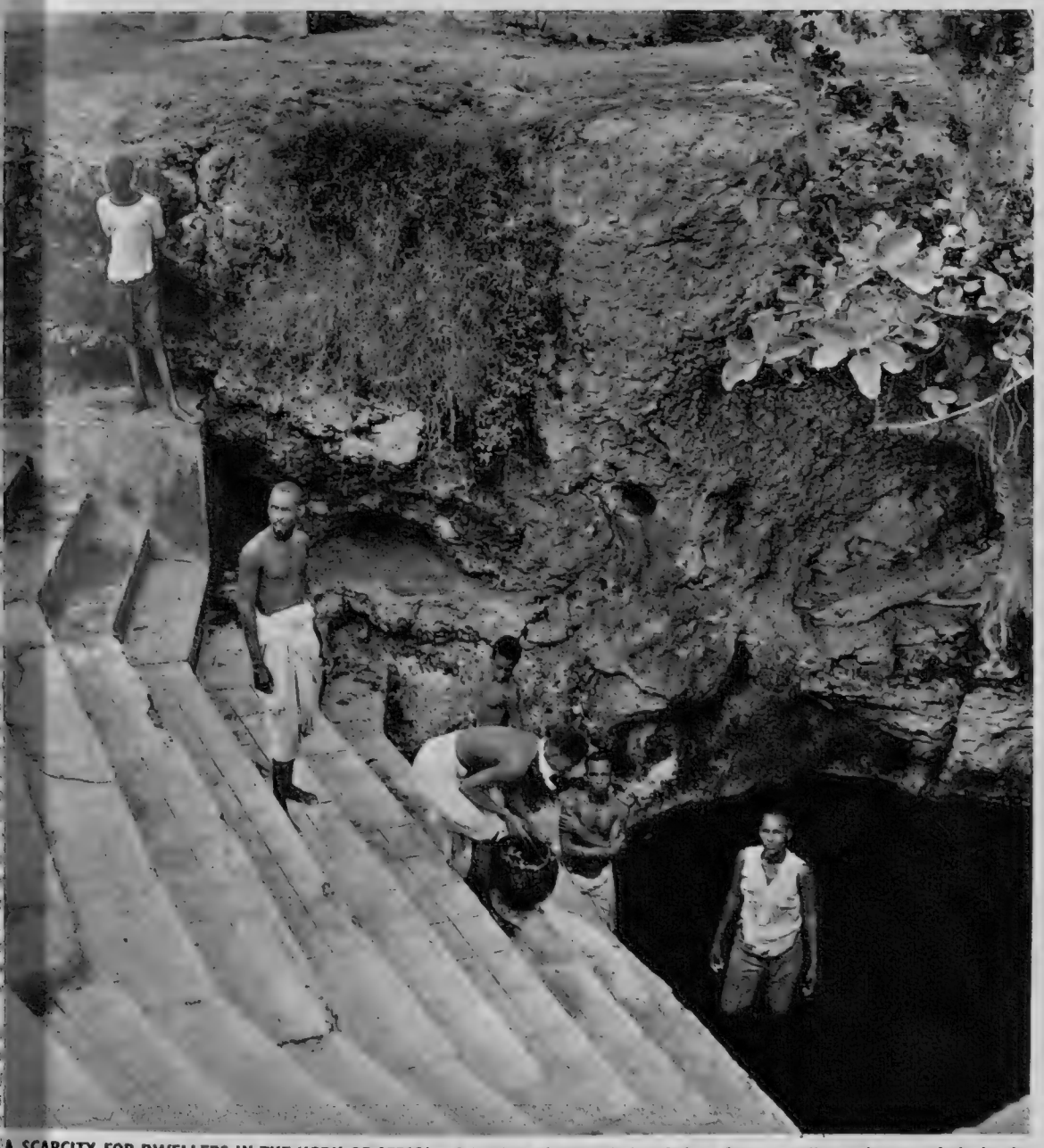
A TRADER AND A RULER: *Left*—This merchant is the owner of dhows. When this picture was taken he had just acquired the title of Haji after a visit to Mecca. *Right*—The Gerard or Sultan of the Warsangali tribe in eastern Somaliland.

THE GOVERNOR AND HIS WIFE: Sir Theodore and Lady Pike stand outside Government House in Hargeisa. He was appointed Governor of Somaliland in 1953.



THE HAZARDS OF MOTORING IN SOMALILAND: A vehicle makes its way up the bank from the stone-strewn bed of a dried-up river. There are roads between the principal towns of Somaliland, but no railways. In outlying districts wheeled transport depends on dusty tracks, of the kind shown in this picture, along which motoring is often difficult.

THE MAIN STANDARD OF WEALTH FOR THE SOMALIS : Under a heavy, cloudless sky, camels and other stock are gathered in groups by tribesmen in a dried-up water-course. Here each different tribe has its own wells for watering purposes. The camel is the most important animal for a Somali family and is the standard of wealth. The animals can go without water for very long periods. Among these nomadic people a man's life is normally reckoned to be worth 100 camels. The life of a woman is reckoned at fifty camels.



A SCARCITY FOR DWELLERS IN THE HORN OF AFRICA : A bucket of water is handed up from a well to a human chain in the Ainabo District. Like neighbouring countries in East Africa and Aden, and other barren lands in the south of Arabia, the great essential in Somaliland is water. In many places supplies are organised and controlled by the authorities.

FILLING THE WATER-BOTTLES : Having watered their camels, Somalis fill "harns" and any other receptacles which will hold water. "Harns" are woven, vase-shaped vessels.

TEATIME : In the foreground a man gathers the grass commonly known as "Donkey Grass." Beyond him his companion drinks a mug of the tea brewed from the grass when it has been chopped and dried.

DOMESTIC SCENES IN SOMALILAND : *Above*—Grain is pounded by a mother and an elder daughter while the junior members of the family look on. *On right*—Two children stand outside their "gurgi" or hut. This is the type of home in which many Somalis are brought up.

SOMALILAND

(*Continued from page 56*)

Somali goat-skins are also in mild demand. There are deposits of gypsum and manganese, but not so far suitable for commercial exploitation. Oil has been found, but not in sufficient quantity to be worth exploiting.

The natural poverty of his country is something the educated Somali finds hard to accept. During my recent visit to the Protectorate I met few Somalis, especially among the younger generation, who did not believe that the British Government had deliberately neglected their country. In the last few years this grievance has been fostered by subversive propaganda from Cairo and Moscow. The chief grouse of the Somalis in the Protectorate is a political one. Since 1950, when the United Nations decided that by 1960 Italian-administered Somalia should become completely independent, political unrest has grown in Somaliland. The British Governor is still the sole executive and legislative authority. He has an Advisory Council consisting of tribal elders and Government officials, but his Executive Council is entirely British. A Legislative Council was established last May as the first step towards Somalising the higher administration, and the number of elected Somali members is shortly to be increased. While Somalia has its own Premier and Government, Somalisation of education and the lower ranks of the administration has probably made more progress in the Protectorate.

The final demand of all Somali political parties is for a Greater Somalia that will bring together the British Protectorate, the former Italian Colony, French Somaliland and the so-called "Reserved Area" which was handed back to Ethiopia in 1955. Some Somali politicians would like to see a united Somaliland inside the British Commonwealth, but the more extreme nationalists want complete independence. If they are asked how they can reconcile political independence with the country's chronic economic poverty, their answer is invariably that if the British taxpayer does not continue to support them, the Russians will. But the more responsible Somali politicians know that there is nothing to be gained by trying to play the dangerous Arab game of "positive neutrality." If there is any future for a united Somaliland, then it lies in Africa, in some kind of union or federation with its richer neighbours. That is why the more level-headed Somali nationalists are looking not so much to Cairo as to Accra, not to Nasser but to Nkrumah.

A LAND WITH A CONTROVERSIAL FUTURE : The road running from the right foreground connects Erigavo with the coast. The future of Somaliland is problematic. Some responsible Somalis hope that it will remain within the British Commonwealth. Others prefer the idea of a federation with nearby lands which would be fully independent.

FIRST STAGE IN THE CUBAN REVOLUTION

Intensive Fighting in the Centre of the Island

Two years ago a few political exiles returned in secret to Cuba. This was the start of the insurrection led by Fidel Castro against President Batista's dictatorial Government. For a long time rebel activity was sporadic and little noticed—partly perhaps because of Batista's strict censorship. Last April an attempted rising was put down with great savagery by the Government, and this brutality swung many people to the Fidelista cause. Throughout the summer and autumn Castro kept to the mountains, making raids on isolated places and retiring before the arrival of the military. But all the time his forces were growing in strength and, according to some reports, he and his followers were receiving arms from outside the country. Britain became conscious of the Cuban situation in December, when it was stated in Parliament that no more arms would be sent from Britain to the Cuban Government without M.P.s being informed. At the end of the year it became obvious that the conflict had reached the proportions of a full-scale civil war. After a few days of conflicting claims from both sides from their respective radio stations, Castro achieved his first objective. President Batista resigned and fled from Cuba.

AFTER A REBEL VICTORY: Members of an insurgent force hold up their red and black colours in Fomento, in the province of Las Villas, in central Cuba. They entered the town after the garrison of Government troops had surrendered.

YOUNG AND OLD INSURGENTS: Two men, one of them an elderly greybeard, and a young woman who is carrying an automatic weapon, stand with others of their force in a street in Fomento.

PREPARING TO ADVANCE: Captain Victor Borden (second from left) and the rebel commander, Ernesto Guevera, supervise their troops at the captured army headquarters. Between them is a woman. From Fomento the rebels moved to Santa Clara, chief town of Las Villas. Heavy fighting was reported there last week.

COMFORT FOR A DEFEATED LOYALIST: A soldier from the garrison at Fomento is consoled by his relatives after his unit has surrendered to the rebels. Arms and supplies were handed over.

IN CHEERFUL MOOD: A group of insurgents wait for their next orders. There had been sporadic armed opposition to President Batista's dictatorship for two years before the recent rebel operations started on a large scale in several parts of Cuba. Insurgent successes led to the abdication of Batista from the Presidency.

COMMANDER IN LAS VILLAS: Ernesto Guevera, said to be Argentine-born, lies smoking a cigarette. Reportedly he was commanding the rebels and a right-hand man of their leader, Fidel Castro.

A BRITISH FREIGHTERCOACH: The first AW.650 Argosy was completed at the end of last year by Armstrong Whitworth Aircraft Ltd., at Coventry, for the Hawker Siddeley Aviation Division. The aircraft is specifically designed for large-capacity civil and military passenger and freight transport on world-wide service. A military version, known as the AW.660, has been considered as a likely choice for a tactical freighter for R.A.F. Transport Command. This Service version has provision for ramp loading and has "beaver-tail" rear doors to permit freight to be dropped from the air. Reports have indicated that more than sixty of these freighter aircraft may be bought for Transport Command. Basically, the Argosy is a shoulder-wing monoplane powered by four Rolls-Royce Dart turboprop engines. The tail assembly is carried on twin booms. The volume of cabin space is 3,680 cubic feet, and eighty-three passengers or a maximum payload of 28,000 lb. may be carried. The maximum cruising speed at 25,000 ft. is estimated at 296 m.p.h. A production series of ten aircraft was laid down in 1957 as a private venture. Many different variants of the basic design have been offered for subsequent production. The maiden flight of the Argosy was scheduled for the beginning of this year.

FROM FREIGHTER TO FIGHTER

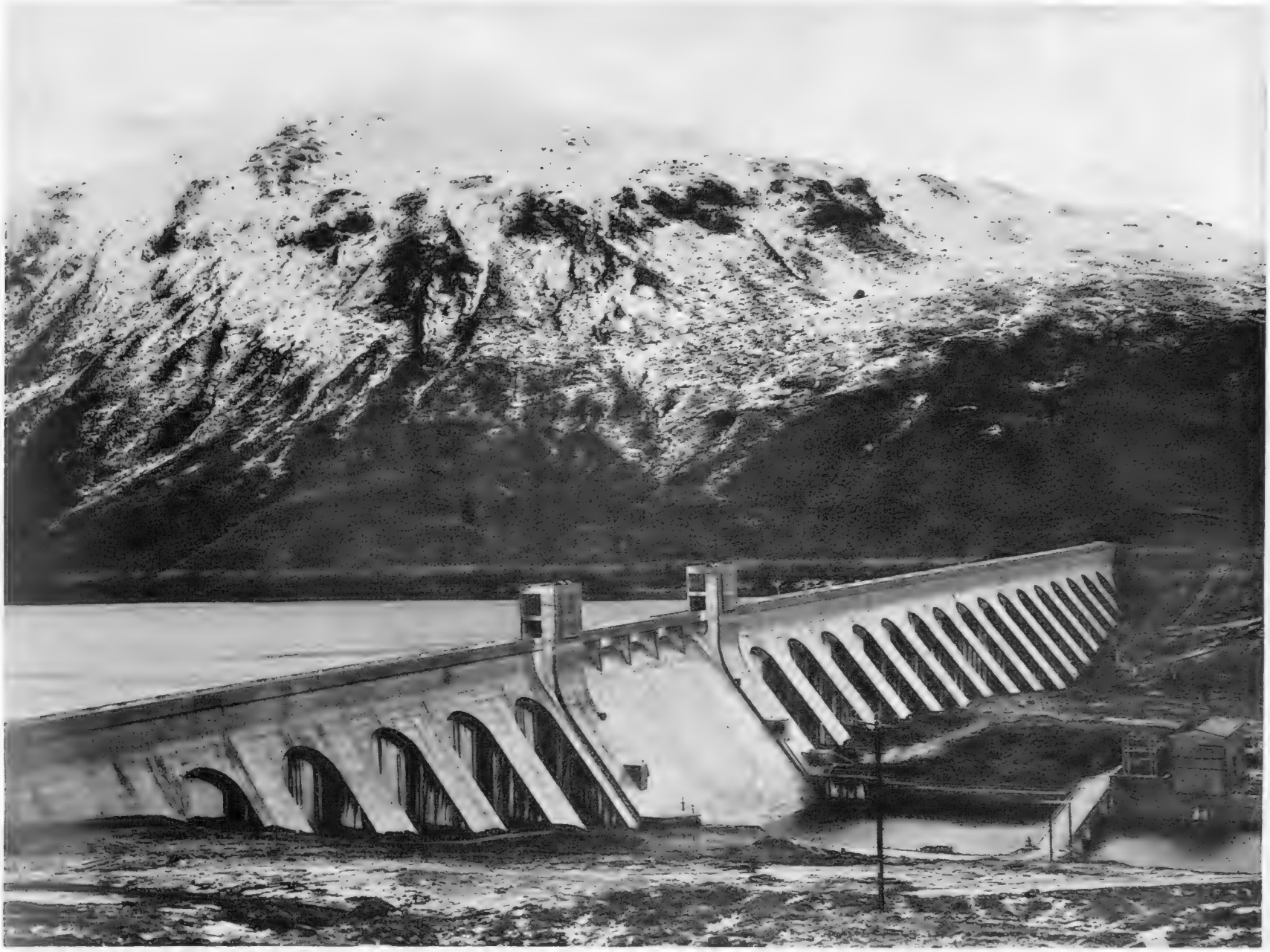
A New British Transport ; An American Target Aircraft ; New U.S. Jet Fighter and Airliner

On right—

AMERICAN TARGET DRONE: The Beechcraft XKDB-1 pilotless, remote-controlled target aircraft has been ordered in quantity by the U.S. Navy for use in guided-missile evaluation and training of ground crews. The aircraft won a U.S. Navy design contest in 1955. Powered by a 120-h.p. McCulloch air-cooled engine, it has a maximum speed of over 320 m.p.h. and can reach altitudes of 40,000 ft.

ALL-WEATHER INTERCEPTOR: The McDonnell F4H makes its first public appearance near St. Louis, Missouri. Powered by two General Electric J79 engines, the fighter/attack bomber has been ordered by the U.S. Navy. It is designed to fly at speeds of round about Mach 2 and is armed either with four Raytheon Sparrow III missiles or alternatively a GAM-77 Hound Dog stand-off bomb.

THE CONVAIR 880 AIRLINER UNVEILED: At San Diego, California, crowds look at the latest American jet airliner, seen outside the final assembly hangar. Production 880's are offered for delivery some time this year. Nearly 100 of these extremely fast medium-range aircraft have been ordered. Powered by four General Electric CJ-805-3 turbojets, the 880 has an estimated maximum cruising speed of 615 m.p.h. and a range of about 3,000 miles.



A NEW DAM FOR THE BREADALBANE SCHEME: The newly-completed Lubreoch Dam, in Glen Lyon, Perthshire, is the largest of three dams in the Killin section of the Breadalbane Scheme of the North of Scotland Hydro-Electric Board. It is a buttress-type dam 1,740 ft. long and 130 ft. high, and has raised the level of the loch by 70 ft. In terms of electricity, the water contained by the dam is equivalent to 36,000,000 units in store. The Breadalbane district lies between Loch Earn, Loch Tay and Glen Lyon.

MORE POWER FOR SCOTLAND

A Further Stage in the Hydro-Electric Scheme in Perthshire

The Breadalbane Scheme of the North of Scotland Hydro-Electric Board, which embraces the Killin, St. Fillans and Luib sections, is now nearing completion. Altogether, it will have eight power stations; the same number of dams; about 60 miles of tunnels and aqueducts, and there will be an annual average output of about 390,000,000 units of electricity. In the Killin section, the largest of the three dams is at Lubreoch, in Glen Lyon. It also forms the main storage reservoir of the entire scheme. The dam took three years to build and in its construction fly-ash (the residue from coal-burning power stations) was added to the materials, thus saving about 20 per cent. of the concrete which would have been used.

Just downstream from the dam is the Lubreoch generating station, the 3,000-kW. turbine of which discharges water three miles down the River Lyon to a second dam at Stronuich. From there the water is passed through a 4½-mile-long tunnel and a 1,760-ft.-long steel pipeline to the main power station at Glen Lochay, which is now partly in operation. The power station is built of stone which comes from a quarry in Glen Lyon.

NEW HOMES FOR THE SHEPHERDS: They have been built by the Board to replace the old homes which have been inundated by the water in the enlarged loch. Kennels for sheepdogs are attached to the new three-bedroomed dwellings. The houses, built of natural stone, form part of the community of Phubuill—the name of a farmhouse on the site near Lubreoch dam.

SPECIAL ARRANGEMENTS FOR THE SALMON: The view is of the salmon trap close to the dam. During the spawning season the salmon will be put in tanks adjoining the dam and the eggs sent to hatcheries. The new salmon will be used for replacements in the river and its tributaries.

IN THE GOLD MARKET OF THE PARIS BOURSE: The board above shows the price of gold on the first day on which the Bourse was open after the announcement of the devaluation of the franc and the new French financial measures. On the board below, other prices are marked showing market trends.

FRANCS AND STERLING

Devaluation in Paris and Convertibility in London

On left—

THE POUND'S FIRST DAY OF FREED The staff is extremely busy in Arbitrage Department of the W minster Bank in Threadneedle Str in London. The Arbitrage Departm deals with foreign exchange of kinds. Standing at the telephon the left background is Mr. F. G. Cl tens, Principal of the Department, has worked in it for twenty-one ye

The immediate reaction in London t new measures for wider convertibili sterling was satisfactory. The pound its own against the dollar. However, Labour Party's objections to the po vulnerability of the pound were not en dismissed by serious economists wi sense of history. Majority opinion to praise the Government for its co

ASSESSING THE EFFECT OF DEVALUATION: The floor of the Paris Stock Exchange is crowded as brokers consider prices at the reopening of the Bourse under the new financial regime. The reaction of the stock market was favourable and there was a heavy volume of business. The price of French ordinary shares rose on an average between 3 and 5 per cent. It was generally recognised that General de Gaulle had taken the only course open to him in his attempt to restore French financial prosperity. However, it was also appreciated by shrewd financial observers that the ultimate success or failure of the policy must depend upon the attitude of the ordinary citizen to M. Pinay's Budget. There were already murmurings against the inevitable rise in prices of certain basic necessities. It was reported that the Socialists, under M. Mollet, would leave the Government and that industrial unrest was to be expected before long as a result of Communist instigation.

On right—

BRISK BUSINESS: An official of the Paris Bourse points at the crowd below dealing in the transactions of the foreign exchange market chalked on the board. On the first day of dealing in the new heavy franc—equal to 100 old francs—quotations, started at 13.75 to the pound, improved to 13.71½. There was a large turnover in the market.

SHEEP, SHEPHERDS AND SHEEPDOGS

Some Thoughts on Sheep Farming and Shepherding in Wales and Southern England

By BRIAN VESEY-FITZGERALD

I DO not know what the official figures are, but I feel sure that there are many more sheep in the south of England to-day than there were twenty, or even ten, years ago. At any rate, as I travel about the countryside, I see many more sheep in districts where, ten years ago (and, indeed, much less: even a couple of years ago), there was never a sheep to be seen. I suspect that there has been a considerable increase in the sheep population over Britain as a whole, but, if there has been, the casual traveller is not aware of it elsewhere in the country; for sheep are, and have been for centuries, a natural part of the mountain and moorland landscape of Wales, Scotland, and the North of England. You expect to see them: you take them for granted. You do not stop to count them.

Nothing in recent years has given me greater satisfaction than the return of the sheep to the south country. I was, so to speak, brought up with sheep, Welsh Mountain Sheep, and when I was still a very small boy I used to spend a good deal of time with the shepherd and his dogs. I grew to love sheep then: and that is one love I have never lost. To this day, whenever I see sheep, I must stop the car and get out, lean on a gate or a fence, and watch them. I could spend hours doing so, but, such is the press of the modern world, I must get back into the car after a few minutes. But I do so the better for the pause and the sheep.

This will, no doubt, seem ridiculous to most people: certainly to most townspeople. The sheep has an enormous reputation for stupidity. "Follow one another like sheep." This seems to be regarded as the very summit of stupidity. Of course, it is true that sheep do follow one another: they have a very highly developed flock instinct. But I have never been able to understand where the stupidity comes in. If you find someone who knows the way, it is surely sensible to follow him. The essential difference between sheep and human beings (who also have a highly developed flock instinct) is that the latter too frequently follow those who do not know the way. In fact, the sheep is, contrary to popular belief, a highly intelligent animal, by far the most intelligent of all the farm animals; infinitely superior in this respect to pigs, to cattle, and to horses (which is the intellectual order in which I would place them), and surpassed only by the sheepdog.

As a matter of fact, the sheep has played a far greater part in the development of the sheepdog than is generally realised. Not all the credit for the development of that wonderful animal belongs to man. I once asked a very famous shepherd, a man, moreover, with a long list of successes in sheepdog trials to his name, what he considered to be the best way of training a sheepdog. I expected a long discourse in reply (for experts when invited to speak on their favourite subject are rarely short-winded), and perhaps something about tying a puppy to an old well-trained dog, or perhaps something about running a puppy on a long, light string round and round a field until it will obey words or signals of command. All I got was a curt "a well-trained flock of sheep." That is, of course, an over-simplification. But it carries a hard core of truth: you cannot train a sheepdog without the aid of sheep.

When we came to live in the South of England there were plenty of sheep everywhere: certainly everywhere on the light soils. You would see huge flocks on the Downs, great flocks folded on the roots, and every farm had its shepherd.

It did not take more than a glance to realise that the sheep and the husbandry were very different from those I had become accustomed to in Wales. These were big heavy beasts by comparison—it was a pedigree flock of Hampshire Downs—with positively enormous appetites, and when they were on the roots they were obviously perfectly content to remain within the area bounded by the hurdles. No Welsh Mountain ewe would have been content to remain within those hurdles for more than a couple of minutes. And then, here, when the sheep were taken to the Downland pastures, the shepherd walked in front, leading them, and his dog brought up the rear: mountain sheep could not be led. These were, by comparison, placid animals, lacking initiative. I know that, to begin with, I thought them rather dull.

To begin with, I thought our shepherd rather dull, too. Indeed, I did not think that he was, remembering Isaac Meredith, a real shepherd at all. He was different in every way, save one: he also bore a biblical name, Luke Hatch. It is an astonishing thing about shepherds, but the majority of them do bear biblical names. It is not, as you might well imagine, just a pleasant fancy upon the part of the more sentimental of fiction writers with a rural bias: it is a fact. W. H. Hudson knew very well what he was about when he named his shepherd Caleb. It is right and proper: shepherds should in the natural order of things bear biblical names, but I sometimes wonder how on earth the parents know when they christen the squealing babe that he will be a shepherd when he grows up. Take Isaac Meredith: he was the second of three sons of Matthew Meredith, a shepherd. His elder brother, Idris, became a policeman: the younger, Rhys, joined the Army.

I very soon discovered that Luke Hatch, like Isaac Meredith, was a dedicated man. He lived and dreamt sheep. He was unhappy when he was away from his flock even for a day. Isaac had been just the same. Both were men of enormous loyalty. In each case, I believe, the farmer thought that this loyalty was a personal loyalty to him. It was nothing of the sort: it was loyalty to the sheep, the shepherd serving his flock before all else, before himself, and certainly before the farmer. It is loyalty to the flock, loyalty and love, and not loyalty to the farmer, that makes the shepherd risk his life (mountain shepherds do so many times each winter), even give his life, for the sheep. There is a churchyard in Scotland where seven shepherds were buried on one day: all were killed trying to save their sheep in a great snowstorm. Not one I feel sure, was thinking of the farmer's bank balance when he died.

This dedication leaves its mark upon a good shepherd. They all have a far-away look. The eyes are childlike and the face, weather-beaten and lined though it be, bears a serene look, born of content and long, lonely hours under the open sky. Most shepherds are pessimists (or, perhaps, fatalists would be a better term). Always in contact with the elements, they fear the worst, but they never lose heart: and that is the sign of a brave and good man. Most of them, from long hours of loneliness, develop a marked independence of character, and from long hours of silence are slow and reluctant of speech. But all good shepherds are great philosophers and are men of great physical endurance.

When I met Luke Hatch I did not realise this. I remembered Isaac and the mountains, and the many miles he covered daily on foot and in all weathers; the rough, steep walking in snow and frost and gale. Luke Hatch's life was nothing like that. On spending days in the company of Luke Hatch, I soon came to realise that the life of a shepherd in charge of an arable flock is just as arduous, though in a different way, as that of the mountain shepherd. Especially is it arduous in wet weather and in winter: then the carrying and pitching of hurdles is very heavy work indeed. Both mountain and arable shepherd must commit their bodies to the elements, seven days a week (and sometimes seven nights as well) the year round. The good shepherd must be a man of immense patience and immense faith.

The sheep have come back to the south country: but not the shepherds. There has been no return to sheep farming proper, to sheep farming in the old sense of the term. In the old days before the First World War, farmers believed in "the golden hoof," believed sheep to be a necessity on a farm for grazing the stubbles and catch-crops and clover leys, for manuring and consolidating the land, putting back that which had been taken from it. They believed sheep were necessary to a properly balanced system of agriculture. But in those days farming was a profession.

Our departure from the Gold Standard changed all that. It brought about a shattering slump in sheep (especially in the south country) and it changed the profession to a trade. Sheep disappeared from arable land because they did not "pay"—it was the quick cash return, not the long-term dividend, that was wanted—and with them went the shepherds.

You can bring the sheep back, and they have come back: not because the farmer has had a change of heart and returned to the wisdom of his fathers, not because he has found that there is a steady profit in mutton or wool, but because he has discovered that the bullock is an expensive animal to use on leys. The sheep does the work more cheaply, provides the essential manure, and gives a great deal less trouble. And sheep used in this way do not require the attentions of a fully-trained shepherd. Indeed, you may pass field after field, each with its small flock of cross-bred sheep, and never have sight of a shepherd or sheepdog.

But I have found in the past year or two several farmers who, having taken up sheep, wish that they could go further and have a lambing flock. Such is the appeal of this "stupid" animal. They cannot do so because they cannot find a shepherd. You can bring the sheep back: but not the shepherds. They, save in the traditional mountain districts (and even there the position is becoming difficult) are a dying race: and there is virtually no "young entry." Perhaps the old belief that it is an inherited calling—that only the sons of shepherds (the sons with biblical names, of course) make good shepherds—is true. Even if it is, modern education is killing, has made a mock of, the very qualities that go to the making of a good shepherd. Young men entering farm work are not willing to "go with sheep": they want to drive tractors. And stop at noon on Saturday.

THE SHEPHERD AND HIS SHEEP: The two pictures were taken at lambing time, and in each case the sheep are Dorset Horns. All good shepherds are men of great physical endurance, and they must have immense patience and immense faith. But they are a dying race; to-day, there is virtually no "young entry." Young men entering farming are not willing to "go with sheep."

TRAIL OF DESTRUCTION : An aerial view of the scene of devastation at the garage and caravan site, at the village of Kesgrave, near Ipswich, in Suffolk, after a United States Super-Sabre jet-fighter crashed in flames into a house, causing casualties. *Below*—Firemen search among the debris of the garage and caravan sales centre.

WHEN A JET CRASHES

Pictures Showing the Extent of the Devastation After the Disaster in Suffolk

The only source of consolation of the disaster at the Suffolk village of Kesgrave, in which one woman lost her life and two other people were injured when an American Air Force Super-Sabre jet-fighter crashed in flames, lies in the fact that an underground petrol tank in the immediate vicinity, holding over 2,000 gallons, was untouched. Had this exploded, the trail of destruction would undoubtedly have been much more severe. The crash occurred about five miles from the end of the runway at Woodbridge. The pilot baled out when the aircraft's engine exploded and caught fire shortly after taking off. He landed by parachute about two miles away from the scene of the crash on the main A.12 road. The abandoned jet-fighter struck the roof of a house, damaging dog boarding kennels in the grounds, and then hit a garage and caravan sales site. The pilot, who had endeavoured to divert the aircraft before ejecting himself, later visited the village.

IN KENYA AND ESSEX

A New Church for an African Community; and American Gifts for an English Church

INSIDE A NEW AFRICAN CHURCH: It is St. Thomas's at Magadi, in Kenya, and has been built for members of the Anglican Communion and of other denominations who are working at the chemical plant of the Magadi Soda Company. The employees include Europeans, Africans and Asians, and the cost of the building (£12,000) has been borne by the company. The new church was consecrated last month on St. Thomas's Day by the Bishop of Mombasa, the Right Rev. Leonard Beecher, who was accompanied at the service by other Anglican clergy as well as by the Rt. Rev. R. Macpherson, Moderator of the Presbyterian Church of East Africa. Also present in the church was the Rev. Daudi Mokinyo, Vicar of Kajiado, who is the only Ordained Masai of the Anglican Church.

THE SIMPLE DESIGN OF ST. THOMAS'S CHURCH: It has a separate tower surmounted by a cross, and stands close to the blocks of flats which have been erected for the company's employees. The windows of the church are constructed so that as much light as possible is directed away from the congregation and towards the east end. The interior walls are pale grey. Immediately before the Consecration service the Bishop received a cope and mitre from the Magadi Soda Company. The service then followed in the traditional manner with the Bishop knocking with his pastoral staff on the main door of the church. Members of the choir of Nairobi Cathedral sang at the service. Their journey to the church had taken several hours along roads made difficult by heavy rain.

RECEIVING THE GIFT OF VESTMENTS: The cope and mitre are being handed to the Bishop by Mr. J. F. Perkins, General Manager of the Magadi Soda Company. On the left of the picture are the Bishop's chaplain; the Provost of All Saints' Cathedral, Nairobi, the Very Rev. Geoffrey Lester; the Rev. Daudi Mokinyo, and Mr. Alan Stocker, of the Soda Company.

On left—

AFTER THE SERVICE: The Bishop stands at the door of the church as members of the congregation, both coloured and white, leave after the Consecration ceremony. Later, the Bishop attended a carol service in the church.

On right—

AMERICAN GIFTS FOR A CHURCH IN ESSEX: At All Saints', Cranham, near Upminster, people of the State of Georgia, U.S.A., have subscribed towards the cost for restoration work in the chancel. The gifts are new choir stalls, an altar rail, two priests' desks and chairs. They were suggested last year when the Bishop of Georgia, the Right Rev. A. R. Stuart, visited the church to dedicate a tablet marking the burial place of General J. E. Oglethorpe (1696-1785), founder of the American colony. General Oglethorpe brought back trees from Georgia and planted them in the churchyard. The present All Saints' Church, which dates from 1874, stands on the site of an earlier building erected in the fourteenth century.

INSIDE THE ESSEX CHURCH: The picture was taken after the church had been decorated for the Christmas services. The tablets in memory of General Oglethorpe and his wife are on the right-hand side of the chancel. At the west end, construction work is in progress on the new organ. It replaces the old one which was damaged recently.

LONDON'S STRAND IS WIDER

A Further Stage in the Improvement Scheme for the Famous Thoroughfare

"ROAD UP": In this picture, the area of the work in hand adjoins the building site which is bounded by the Strand, George Court, Villiers Street, John Adam Street and York Place. The Strand Improvement scheme is being carried out under the direction of the London County Council, and a grant towards the cost is being made by the Ministry of Transport and Civil Aviation.

OUTSIDE CHARING CROSS STATION: The forecourt of the station is being pushed back 15 ft. Under an Act of 1859 Parliamentary powers had to be obtained for the removal of part of the forecourt. At this point, where the Strand joins Trafalgar Square, there is one-way traffic.

WORK IN PROGRESS ON THE STRAND IMPROVEMENT SCHEME: At the junction of the Strand and Craven Street (with Trafalgar Square in the background) work goes ahead on the widening of the thoroughfare and on the redevelopment of a building site. On the left of the picture is the Strand Corner House. The ground floor frontage has been redesigned to allow for the additional width to the thoroughfare. Under the present improvement scheme the Strand is being widened to about 80 ft. overall from Halifax House to Northumberland Street. Redevelopment work is also in progress on several building sites in the vicinity. On the site of the old Tivoli Cinema work is proceeding on the construction of a fashion store, and further west another site is being developed for shops, offices and licensed premises.

LOOKING ALONG THE STRAND: In the centre of the picture *on left* is Halifax House, and in the extreme right background is Admiralty Arch. *Right*—Although the forecourt of Charing Cross Station is being altered, Eleanor's Cross is to remain in its present position. New water-pipes and drains along the Strand have been laid under the footpaths to cause less traffic congestion when repairs are necessary. The present road works are expected to be finished in the spring. The contractors are J. Murphy and Sons Ltd.

BREAKING-IN A HORSE: One of the ranchers in British Columbia allows a horse to recover after it has stumbled. He loosens the training rope. Most of the horses can be easily broken-in and become satisfactory pack-animals.

IN THE CORRAL: There are wild horses in the rocky va and forests of Brit Columbia. This group has rounded up. The best wil selected for breaking-in the others turned lo

TAMING WILD HORSES

A Rancher at Work in Corral in British Colum

On left—

A WILD HORSE: Balking wi in an attempt to regain freedom, the animal tosses head violently and stum backwards. The rope is im diately slackened so that horse will not break its ne

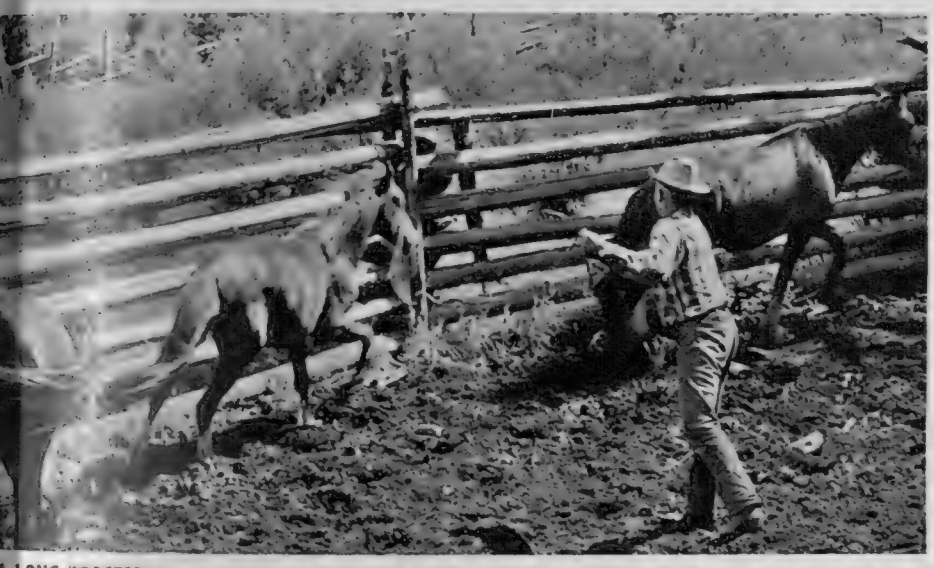
Devotees of American films of the Wild West have become familiar with life on the range, with the corrals and lassoes and cow ponies, but owing to the limitations of the actors, they are perhaps not so familiar with what goes on inside the corral during the breaking-in of horses. The mustangs of North America are descendants of domesticated European animals that have strayed and become feral. In the Cariboo and Chilcotin districts of British Columbia herds of wild horses roam the rocky valleys and forests. The ancestry of the horses goes back to the days of the Gold Rush in 1858. When this petered out, many of the miners settled down with homesteads and ranches. One rancher in the Chilcotin district raised horses for thirty-five years, hundreds of which were never used for domestic purposes. To-day's wild horses are the descendants of these animals.

Their average weight is from 700 to 800 lb. As a rule, they are black, sorrel or brown in colour. Every now and then, an outstanding stallion, perhaps a throw-back, develops. Nowhere on the American continent, from the pampas of South America to the colder lands of British Columbia in the north, are true wild horses to be found. They are all descendants of domesticated European animals. The horse only occurs nowadays, as far as it is known, in a true wild state in Mongolia, where Przevalsky's horse has been found in large herds.

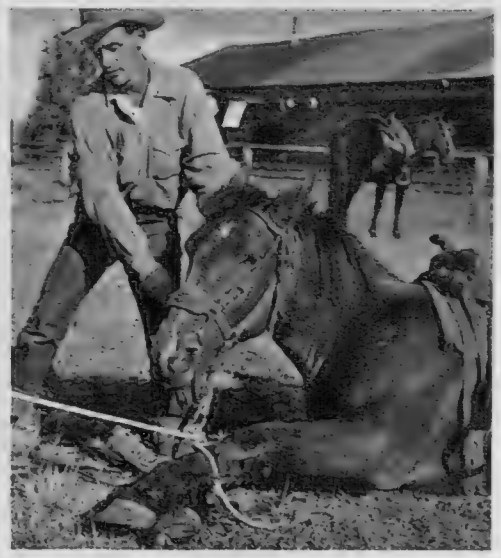
In British Columbia the numbers of horses living in a wild state are not nearly so great as a few years ago, when 6,000 to 7,000 were captured or destroyed. Usually these animals travel in small bands—a stallion, three to four mares and ten to twelve yearlings or colts. Probably because of inbreeding, they are not large. Although sometimes nervous and mean, they are easily broken-in and have good staying power, show a fair turn of speed, and make satisfactory pack-horses.

The kind of country which is frequented by these small bands of horses is dotted with jackpine, swamps, and small hills. While much of it cannot easily be cultivated, it is hoped to bring the wild meadows into production eventually. The chief nuisance of the wild animals is to lure domesticated horses into their herds. On ranges which are close to fenced grain or hay meadows, the w horses do much damage. They often smash down fen and trample down the crops and stands of alfalfa a clover. In the winter, the wild herds break down fenc to get at feed stacks, scattering far more than they e

On many of the ranches it is difficult to distingu between ownerless wild animals and branded anim The young of branded mares often run with the bar and these are private property once they have been cau and branded. Every summer ranchers in the Carib and Chilcotin districts round up wild animals roami the countryside and break-in and train those of the ri size and temperament. This is a skilled job demandi much patience and knowledge of horses. Once inside t corral, the animal is lassoed with a rope and gradua becomes used to its feel and the near presence of a m Once this is achieved, its feet are hobbled and the bit a saddle adjusted. After much patience and with the of a lead horse, the wild animal becomes tame and m be ridden. In general, the British Columbia breed quick becomes used to captivity.



A LONG PROCESS: At the beginning of the breaking-in, the first task is to get a rope over the wild animal's head. It may take several days before it is accustomed to the proximity of men. After it has been accustomed to a rope, it may become wild again at the feel of saddle and bit.



A SKILLED JOB: Horse-breaking needs much patience in order to get the animal used to men and to the feel of the rope. The rancher gradually quietens the wild animal.

On left—

SADDLED UP: To get the saddle and bit on the horse, its feet have been hobbled. Usually the trainer attempts to make it stand up without untying its feet so that the animal cannot try to escape.

EARER AND NEARER: As the horse bucks and attempts to bite through the rope, the trainer approaches as close as possible. While the horses, as a rule, do not attack deliberately, it is necessary to be wary of their hooves. The trainer always allows some slack on the rope when possible.

Below—

ACROSS A RIVER: Wild horses are naturally good swimmers. They prefer to follow another horse rather than to be led by a man on foot.

AN OUTSTANDING PLAYER: In the Varsity match at Twickenham, K. Scotland, the Cambridge full-back, prepares to kick for touch menaced by J. Young, the Oxford wing-three-quarter. In the final Scottish trial, Scotland scored 10 out of 22 points.

A BRILLIANT FLY-HALF: G. H. Waddell, the Cambridge fly-half, kicks ahead as R. J. Leon (Harlequins) overbalances. Waddell was the architect of Cambridge's victory in t Varsity match and appears to be one of the best Scottish fly-halfs for some ti

INTERNATIONAL RUGBY—1959

Problems in Rebuilding the English and Welsh Sides; Improved Scottish Players; Ireland Remains a Dark Horse; Will France Win the Championship Outright at Last?

By VIVIAN JENKINS

THE big guns are about to fire in the international Rugby arena, and soon the first salvoes from Colombes and Cardiff Arms Park will be followed by others from Murrayfield, Lansdowne Road and Twickenham itself. In the meantime the selectors have been busy trying to tie up the loose ends, and finding it, if one judges from the evidence of the various trials, an even more tantalising task than usual. This applies particularly to England, who, now that they have cut the knot with Eric Evans, their highly successful leader of the past two seasons, are engaged on a period of reconstruction; and to Wales, whose search for half-backs, and outsides generally, following Cliff Morgan's retirement, has assumed the proportions of a national crisis.

How else can one account for the head-shaking and doleful looks that greet one from the Severn to Pembroke Dock and back again, not to mention the valleys? We shall know the answer, or part of it, when the two countries meet at Cardiff Arms Park in a week's time (January 17), but the jack-pot question will still remain to be solved. How good, exactly, are France, and is this to be the season when at last, after over fifty years of vain endeavour, they win the championship outright for the first time?

Something new stirred in the Rugby world when they beat Australia, Wales and Ireland in turn at the end of last season. Never before had they won at Cardiff Arms Park, but when they did, there could be no argument about it. Wales were outplayed, fore and aft, nor was that the end of it. In the summer the French, with a much depleted team, owing to injuries and withdrawals, took on the might of South Africa, in South Africa, and surprised everyone, not least themselves, by emerging as the first country to win a Test series there for sixty-two years. They drew the first Test, at Cape Town, 3—3, and won the second, at Johannesburg, 9—5, to leave consternation in the Springbok camp.

There is no doubt that the visitors deserved their win, for the hard South African grounds, and timely introduction of the new Laws, suited their quick-moving style of play perfectly. Since then they have been hailed in their own country, with typical Gallic exuberance, as "*les champions du monde*," and this is the challenge the home countries now have to face. The French players themselves, it should be added, are not quite so happy about the claims made on their behalf as are their compatriots. They felt that the South Africans they had to face on this occasion were nothing like the force their predecessors had been under Basil Kenyon when they came to Britain in 1951-52; and that beating Scotland in the rain at Murrayfield, or England, Wales or Ireland before their own crowds presented more difficult problems.

That is as may be, and distinctly flattering to our own egos, but the French feat, in face of the usual altitude, injuries and travel bogies, still ranks as a major one. There must have been more to it than the Springboks' own failings. Now, I am told, the French players suffering from a reaction, as did the members of British Isles team when they returned from South Af in 1955. In the recent French trial it was noticeable t the men who had won the most kudos on tour were first to show signs of fatigue. Staleness, which is a me rather than physical state, can be a sore bugbear a great endeavours, and the French may be paying the p for success. Even so, none of the countries on this s of the Channel will be disposed to treat them ligh Men like Barthe, Mias and the tank-like Roques, ni named "*le sauvage*," or "wild one," by South Afri onlookers, will be no mean opponents, jaded or not.

As far as home prospects are concerned, Engl should once again be a powerful force, even with introduction of new blood. This may add to their stren for there were all-too-obvious signs of a falling off at end of last season. There will still be pace and sco power on the wings, thrust in midfield, and, above solidity and line-out command in front. Other coun may have one or the other, but not all. Ireland, with remarkable O'Reilly and quality players like Pe Hewitt, English, Mulligan and others available behind scrum, may surprise everyone if only their forwards reach the same standards.

Scotland will probably rely on much the same pla as a year ago, but the two outstanding figures in year's Cambridge University side, K. J. F. Scot and G. H. Waddell, have made immense strides. To extent the Scots should be a much more virile attack force, and it only remains for their centres to ma corresponding advance and supply a wing of A. R. Smi quality with sufficient chances for the Thistle to e its pre-war threat once more. Wales are in the doldru with utility, not brilliance, the keynote behind the scr but a fine pack, as they seem certain to have, and as s a full-back as T. E. Davies, who can also kick g could bring them more success than seems likely a

AN INDESTRUCTIBLE STALWART: R. E. G. Jeeps, the Northamptonshire and England scrum-half, gets in a typical kick during the second English international trial, played in deep mud at Taunton.

ANOTHER LEADING SCRUM-HALF: In the game between the Harlequins and Cambridge University last sea A. A. Mulligan prepares to pass to his fly-half. He appears likely to play again for Ireland this y possibly with his trials partner M. A. English. As last season, the Irish back division appears to be stro

RENCH FORWARDS: M. Celaya has his pass to J. R. Barthe blocked by an English forward during last season's international against England. Behind is M. Crauste.

A MEMORABLE TRY OF LAST SEASON: On a windy afternoon in Dublin, Noel Henderson, the Irish captain, hurls himself over the line after a long run to score the winning try against Australia a few minutes from time.

A FAMOUS VICTORY: The Welsh forwards, with R. H. Williams (centre) prominent, go up for the ball in the line-out during last year's match against France at Cardiff Arms Park. France won by 16—6, the first time they had beaten Wales at Cardiff. The French team also beat Australia and Ireland during the season and then went on tour in South Africa, where they became the first country to win a Test series in sixty-two years. Nearly all the players chosen for the side which meets Scotland today (Saturday, January 10) in Paris toured South Africa.

On left—

IN THE MUD: In a schools match at Teddington, a Sedbergh player, with the ball, is held by one of the Marlborough team. Sedbergh, one of the outstanding sides of the season, won by 14—0 in a game in which the players were coated with mud.

moment. All in all, though, my present fancy is for England, with Ireland and France the dangers. Wales and Scotland, no doubt, will now set about disproving this by sharing the championship between them !

On a more general note, the main interest of the season has been the introduction of a number of amendments to the Laws, and their mainly beneficial effect on the pattern of the game. Some of the changes, perhaps, have not had as great an impact as had been expected—the new "fumble" law, for instance. It had been thought that the provision allowing a slight "juggle" or re-adjustment of the ball in the hands when a pass was not taken cleanly at the first attempt would create something of a revolution. In fact, if it applies more than two or three times in a game, at most, it is very much an exception, and so little has been gained from it that one wonders if the advantages gained outweigh the possible snags.

The test will come when an important match, the Calcutta Cup match, for instance, is won or lost by a referee's decision on such a debatable point as this. It could then be that some will regret the change was ever made. Against this, the new short penalty kick law, allowing passing movements to be started by tapping the ball backwards, has added considerably to the amount of handling seen, even if much of it is more pretty than effective. The correct methods of employing the directional switch in connection with this have not yet been mastered, even at high level.

The new hooking law is beginning to settle down, with more and more hookers showing signs of attempting the near-foot technique; but backs, still, are thwarting its purpose by lying up to the advantage line in defence whenever the other side has the loose head. Most encouraging of all the new provisions has been the one which now allows the direct pick-up after a tackle, where the foot had to be employed before. This has cut down the number of loose scrums to a marked degree, and focused attention as never before on the forward who is able to use his hands and initiate passing movements from previously unlikely positions.

It has proved a boon to spectators, and also to clubs with the right men to take advantage of it. Here Bristol, who scored 718 pts. last season even under the old laws, have surpassed themselves. Until beaten by the Wasps in late November they had won all fifteen of their matches in succession, and scored 339 pts. against 86. Their avowed aim is still to score 1,000 pts. before the season ends, which reflects an attitude, even if they fail to reach their target. Much credit, here, is due to their captain, J. Blake, not only for his work at fly-half, but for being the driving force, as an apostle of open play, behind the scenes.

The Universities once again gave us a grand match at Twickenham, and although Oxford's part was mainly confined to that of chopping-block, the four Cambridge tries were all models of their kind, and will be remembered long after partisan disappointments have been swallowed. G. H. Waddell, the Light Blues' fly-half, and K. J. F. Scotland, at full-back, were the men of the match, and the pace, at all times, can only be described as a "killer." That Cambridge should so rattle Oxford out of their stride, and deny the ball to the threat of Phillips and Young, on the Dark Blues' right wing, was an indirect tribute to the pre-match planning of G. Windsor Lewis, the Cambridge captain.

WELSH FULL BACK: During last season's match between Oxford University and Major Stanley's XV, T. E. Davies kicks for touch as P. G. D. Robbins (left) attempts to intercept the ball. Both Davies and Robbins were chosen for the final trials for their country's respective international sides this season.

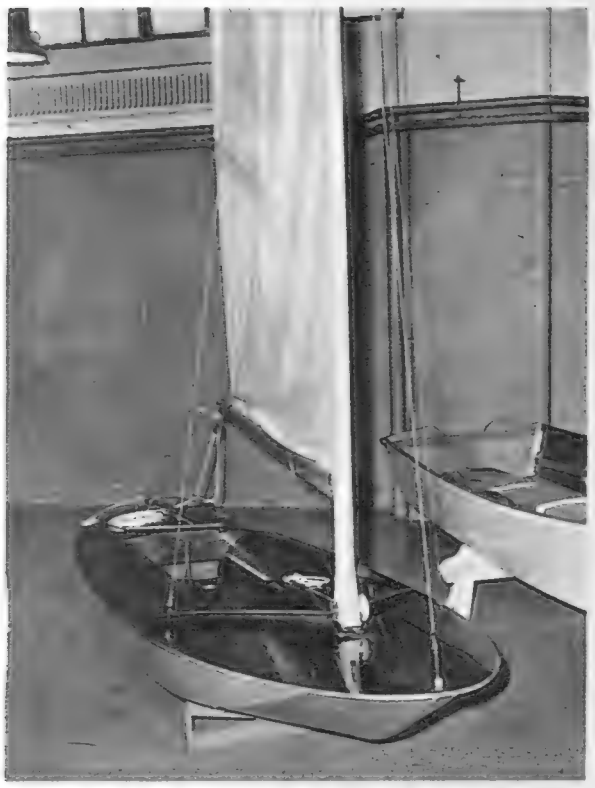
It was obvious that his side knew exactly what they wanted to do, played implicitly to orders, and were so much in command that the score of 17 pts. to 6 was almost a let-off for Oxford. The losers were forced into back-pedalling from the start, and the eclipse of the Australian international, Sheil, at fly-half, did not assist matters. Many wondered why Lombard, as captain, did not bring Baxter, also an Australian international fly-half, in from the left wing to take his compatriot's place; but it is doubtful if even this change could have stayed the Cambridge flood. By then the moral, and material, ascendancy had been established.

With the counties barely completing the area stages of their own championship, the main struggles still lie ahead. A word for the schools, where Downside, in the West, Dulwich and Haileybury, in the London area, Sedbergh, in the North, and Merchiston, beyond the Border, seem to have covered themselves in glory. There is no football like school football, with its whole-hearted, all-out endeavour, and no monkey business. One's happiest memory of the season, to date, is of the Marlborough—Cheltenham match, on a misty, chilling day, with both packs going hammer and tongs and stirring envy in old bones along the touchline.

THE NATIONAL BOAT SHOW

Some of the Different Kinds of Craft Exhibited at Olympia

ON DISPLAY: One of the craft from abroad exhibited at the Fifth National Boat Show, at Olympia, in London, is a high-speed runabout which was built in Italy.



BOATING ON A BUDGET: One of the sailing dinghies included in the display of dinghies, runabouts, and catamarans is this craft shown by the British Moth Boat Association.

AN INDOOR HARBOUR: In the foreground centre is a 26-ft.-long, 11-ton auxiliary sloop, designed by Robert Clark, and built by A. H. Moody and Son, Ltd. She has teak decks and deckwork. Immediately behind is a Swanwick motor cruiser from the same firm. The National Boat Show has a record number of craft on show this year. It opened on the last day of 1958 and ends to-day, January 10. It seemed probable a record number of people would attend.

At the Fifth National Boat Show, at Olympia, a record number of craft has been on show in the exhibition which opened on December 31 and closes to-day, January 10. Among the exhibits were two ocean racers, *Meon Maid II* and *Vashti*. The first is a sister-ship to the 11-ton *Belmore* which gained third place in the last Bermuda race. *Vashti* has already had one season of racing and was the winner of the East Anglian Offshore Racing Association Average Cup for 1958. Both vessels cost approximately £6,800. In the numbers of small offshore racers and cruisers are many outstanding craft. *Satellite*, a two-berth racer built to Junior Offshore Group Specifications, looks rather like a larger version of the Flying Fifteen. Fairey Marine have on show for the first time a new 20-ft. cruiser, a smaller and cheaper version of the Atalanta. Besides the boats ranging in size from ocean racers to dinghies, a great range of equipment is also being displayed, including trailers, water-scooters and underwater gear.

ON ITS TRAILER: One of the sailing cruisers built by Fairey Marine Limited is seen on a four-wheel trailer constructed by the Bramber Engineering Company of London. Fairey are also showing an entirely new 20-ft. sailing cruiser. This craft is a smaller version of the popular Atalanta.

BOATS FOR THE BUILDER AT HOME: On the Kitboats stand is a range of sailing dinghies and motor-boats which are available as kits, partly assembled or finished craft. One of them is the Mistral outboard runabout, remarkable for its round bilge form. The curved parts of the hull are supplied already shaped. This makes for great strength and easy construction.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

POLITICS AND THE STEEL STRIP MILLS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IT took the Prime Minister himself, after close on two years of involved expert argument, to settle the one outstanding issue of steel development about which the British steel industry was itself divided—the new steel strip mills—and the decision he announced in November will remain controversial, inside the industry and out, for a long time. His decision that the "fourth steel strip mill," about which the argument had raged, should be cut into two smaller strip mills, one in Scotland and one in Wales, may have soothed some of the political arguments about locating the mill; but it stirred up yet more technical and economic discussion.

Economically, nothing matters quite as much about a steelworks as where you put it. For every man employed at an integrated iron and steel works, the plant produces about 100 tons of crude steel a year: and for every ton of steel that comes out of the plant about four or five tons of materials go in—coal, iron ore, limestone and scrap metal. All these are heavy materials in relation to their cost, which makes it easy to understand that transport costs are of vital importance in steel-making. A reasonable-sized modern works may have to pay shipping and railway freight charges on perhaps 4,000,000 tons of materials a year, plus railway or road haulage dues on up to 1,000,000 tons of finished steel products.

One often hears talk of the "advantages of location" in various industries. This is one where location really counts. The great iron-making centres of the world have grown up where deposits of iron ore or coking coal (or ideally of both) are to be found. Since its raw materials cost together so much more to transport than the pig iron coming from its blast furnaces, an iron plant is usually located according to the "pull of the raw materials" rather than of the market that buys the iron. This is not equally true of steel melting and rolling as such, since the "loss of weight" in the process is smaller and the final product is more valuable. But the most efficient way to make steel is in an integrated works that combines blast furnaces, steel furnaces and rolling plant, and all their ancillaries. In such a works it remains important to reduce transport costs of the raw materials to a minimum.

THE PRODUCTION OF STEEL : At the Ebbw Vale works of Richard Thomas and Baldwins Limited, in Newport, Monmouthshire, steel strip is being rolled in the hot strip mill. *On left*—Workmen operate the controls of the six finishing stands of the continuous hot strip mill.

Most of Britain's great steel-making areas were originally based upon deposits of ore fairly close to coking coal. This was in the past true, for example, of the Scottish steel industry centred round Glasgow, where one of the two new strip mills is now planned to be built. That ore was worked out long ago, and even the reserves of coking coal from which the works are supplied are none too plentiful. So steel producers in Scotland rely more heavily upon scrap metal for their steel-making than most others in Britain, and even so some of the pig iron they use has to be "imported" from England.

Any new iron production in Scotland, such as Colvilles' blast furnaces at Ravenscraig, on the outskirts of Glasgow, must therefore be based upon iron ore from abroad—as, indeed, the majority of British steel plants are to-day. The same will be true of the other strip mill, which is to be at Llanwern, near Newport, on a site owned by Richard Thomas and Baldwins, which already owns one of the three existing continuous strip mills at Ebbw Vale. It was at Newport that the State-appointed Iron and Steel Board, which supervises this industry, originally proposed that a fourth big strip mill, larger than the one now planned there, should be built. The Government accepted the proposal and the suggested site, but has in effect reduced the capacity of the proposed mill by half and put the other half in Scotland.

Mr. Macmillan made no pretence that this was anything but a political decision. Over the last two years the political discussion about this "fourth mill" had been as lively as the technical and economic. In Scotland, as well as in South Wales, unemployment rates are higher than in the country as a whole. In both areas, again, certain small, obsolete steelworks have had to close during the current recession in steel demand. As soon as the question whether or not a new strip mill would be needed in the early '60's began to be argued inside the industry, the local politicians began to stake their claims to have it built in their particular regions.

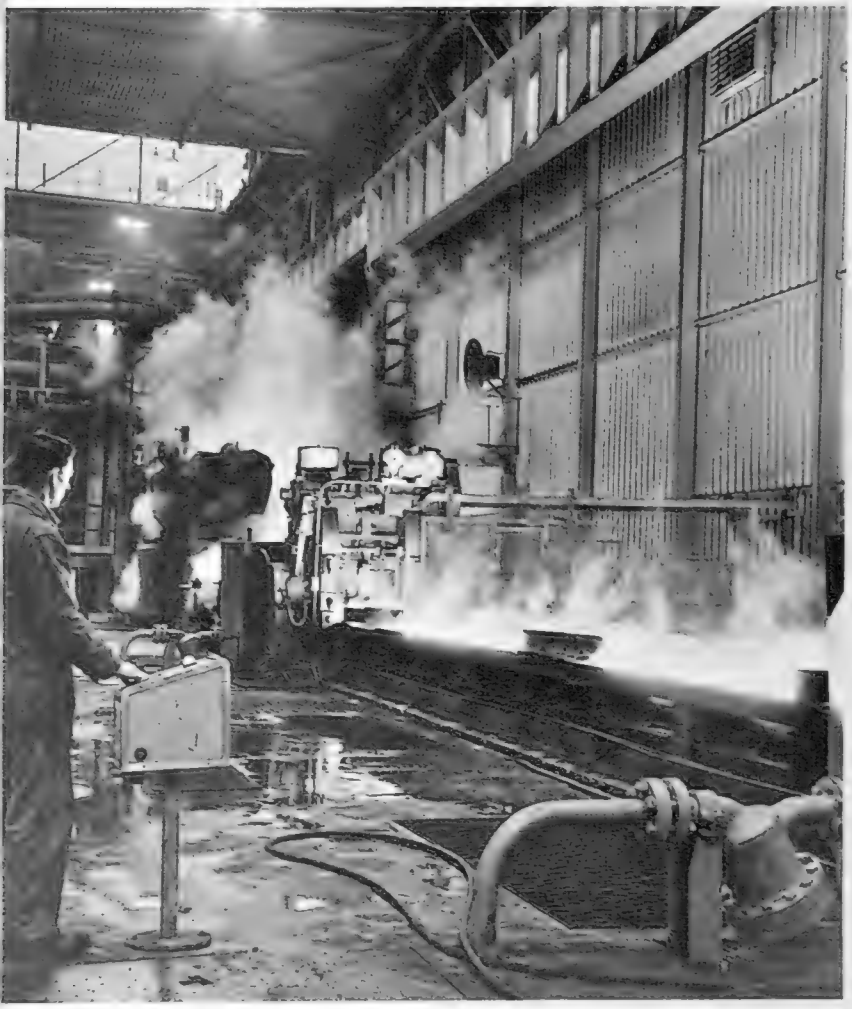
During the discussions about locating the extra steel strip capacity, it is said that as many as ten sites in Britain were carefully investigated, mainly at different points around the coast. When a steelworks has to be based upon imported iron ore, it ought properly to be right on the coast, so that ore ships can discharge their cargoes into its blast furnace stockyards without any intermediate handling and transport. The bigger the ships that can unload there, the better; freight charges per ton of ore come down considerably as the bulk of the cargo increases.

Newport has an excellent deep harbour, which can take the largest ore-carrying ships in general service, and is well-placed for coal supplies. From the point of view of economics, majority opinion in the industry was that this was the best site available. Certain deep-water anchorages in Scotland were considered. The eventual site chosen, Ravenscraig, is served from an excellent ore terminal on the Clyde, but the ore has to be loaded into wagons and taken 17 miles to the steelworks, which must tell in the works' iron-making costs.

The clinching factor which decided the Government to put one of the two semi-continuous mills in Scotland appears to have been the decline of parts of the Scottish steel industry, in an area already vulnerable to "persistent unemployment." There are already a number of small out-of-date sheet mills in Scotland: the new plant at Ravenscraig, which will eventually produce 500,000 tons of flat steel products, either sheet or light plate, will take their place. It seems unlikely in the first place to take all the men displaced as the old mills go out simply because a modern, heavily-mechanised mill needs less labour for a given tonnage. But the Government believes that the establishment of a new plant producing sheet of strip mill quality will play a significant part in attracting new light engineering industries to this part of Scotland. It is these, rather than the new mill itself, which it expects to create extra employment in the area.

This new plant was not part of the plans for Ravenscraig that Colvilles had already announced. It had expected to modernise the existing plate mills that draw ingots from this new crude steel works, but the new plan for a strip mill will involve the company in considerably greater capital investment. The Government is prepared to bear the difference between this and what was originally intended, which it reckons at £50,000,000. It was, in any case, likely to have to bear the cost of the new steelworks at Newport—which may be considerably higher than that of the Scottish project—simply because Richard Thomas and Baldwins happens to be the last big steel company that is still in public ownership, never having been "de-nationalised." The heavy commitments likely in this strip mill project, quite apart from stock market conditions, were probably the main reason why this company has never been sold back to private investors; even now, it faces huge capital investment over a period of years.

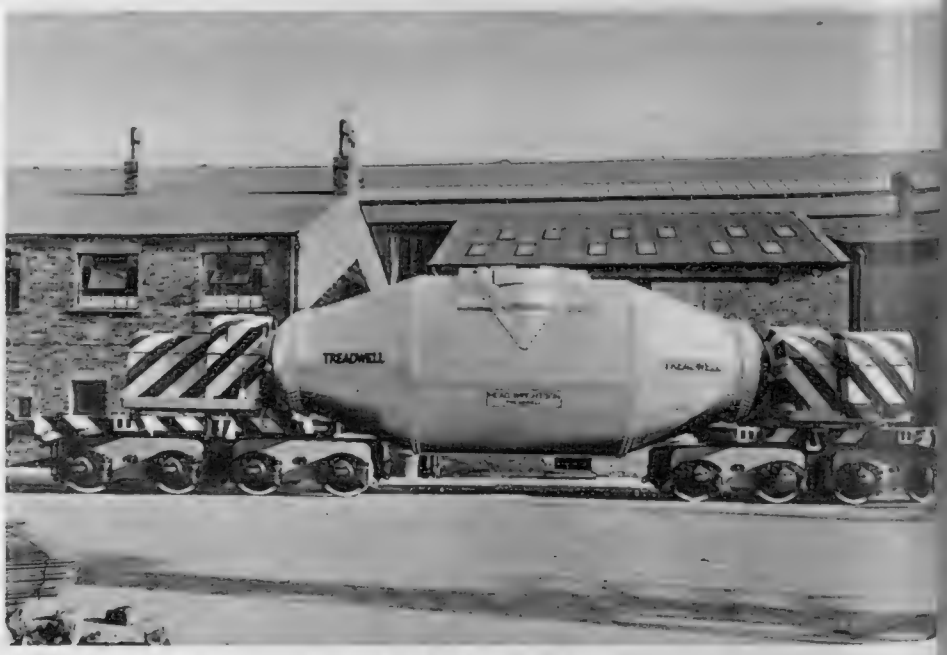
The cynic may ask, "How does this differ from what would have been done under nationalisation?", and indeed the way in which the Government has decided what is to be done, and announced its willingness to provide the necessary cash, is not exactly an example of copybook private enterprise. Nor does the Cabinet seem to have followed the advice either of the industry or of the board it set up to supervise the industry. On the other hand, the Conservatives have never pretended that decisions about British steel, as a basic industry of such weight in the economy, could ever quite be freed from political considerations. In a winter of rising unemployment, before an election year, politicians may perhaps be forgiven for putting considerations of "social investment" before marginal economic calculations about competitive advantages in steel costs several years ahead.



A NEW CONTINUOUS MEDIUM WIDTH STRIP MILL IN OPERATION

Since the end of the war the demand for flat-rolled products—plates, sheets and strip—has been increasing faster than that for other steel products. Among the reasons for this are rising living standards, which create a demand for numerous commodities which utilise flat steel products, and developments in fabricating techniques, such as welding, pressing and forming. Hot-rolled strip has been produced at the works of Steel, Peech and Tozer for many years. The Templeborough hot-strip mill was laid down in 1920-21 and continues to give service, but the maximum strip width it is capable of rolling is 9 ins., and the site limitations make it difficult to carry out any extensive enlargements and modernisation. To achieve an increase in capacity, a completely new mill was planned.

The choice was for a highly-mechanised continuous hot-strip mill capable of rolling mild carbon and special steels up to 18 ins. wide, thus bridging the gap between the outputs of the narrow and wide strip mills now operating in the country. Known as the Brinsworth mill, it was built at Rotherham at a cost of over £4,000,000. It is now fully run in and already is making an increasing contribution to the group operations of the United Steel Companies. The first of the two pictures *above* shows a slab passing through the roughing mill on its way to the rolling mills, while the second gives a general view of the coil conveyer and the storage space. The mill is one of the most highly-mechanised of its kind in Europe. Of the total cost, no less than £1,500,000 was for the electrical installations, capable of producing 23,000 h.p.; and £1,000,000 for the mill plant. At present there is only hot rolling, but a cold rolling mill costing £2,000,000 is to be added



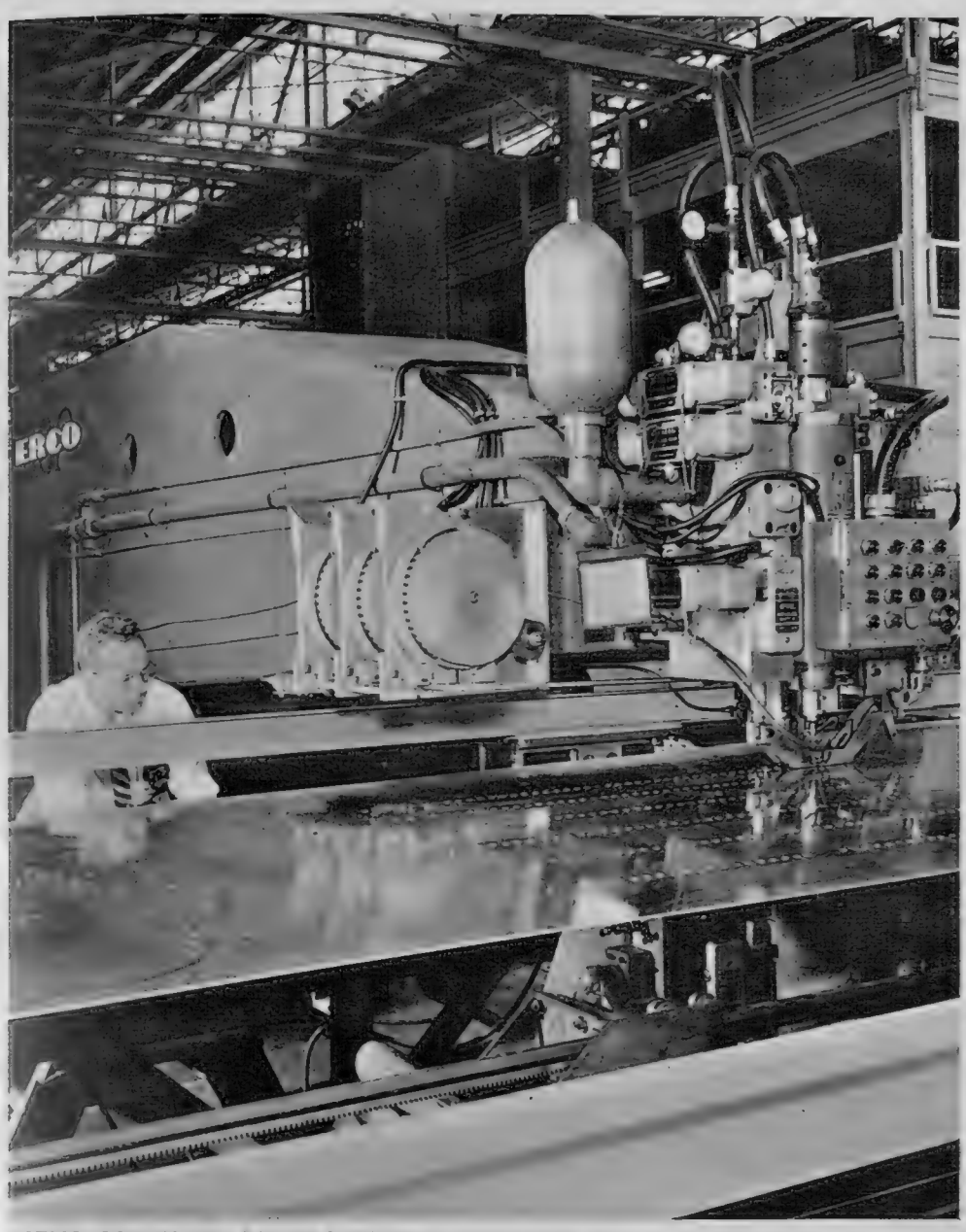
A HOT-METAL MIXER CAR FOR WALES

What at first sight appears to be a section of the fuselage of an aircraft is, in fact, one of three 180-ton capacity hot-metal mixer cars for The Steel Company of Wales. It has been manufactured by Head Wrightson Teesdale Limited, to the design of the Treadwell Company of America in conjunction with the International Construction Company, London. The ladle, the largest of its kind yet made in this country, is electrically tipped by a motor through reduction gears engaging a gear on the trunnion at one end of the ladle. The gross weight, when fully loaded, is about 380 tons, giving a 24-ton wheel load.

On left—

AN ENORMOUS CRANE FOR IRELAND

This huge 200-ton cantilever crane, at the new deep-water wharf now under construction at Belfast, is the largest of its type shore-based in Britain. Manufactured by the Glasgow firm of Sir William Arrol and Co., Ltd., it towers 167 ft. above the quay and is capable of lifting a load of 200 tons at a radius of 95 ft. or 100 tons at a radius of 125 ft. The crane has been built mainly to handle heavy turbo-alternator equipment which is being made at Larne, County Antrim, by British Thomson-Houston Co., Ltd. A notable feature is the way in which the crane has been constructed to allow vehicles to pass underneath it. The new wharf at Belfast, 650 ft. long, is part of a large and comprehensive development scheme being carried out by the Belfast Harbour Commissioners.



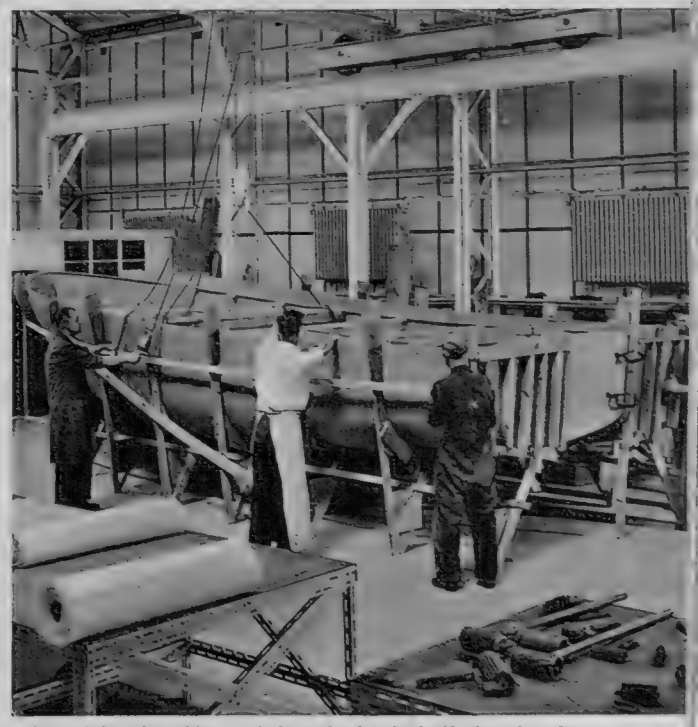
NEW AID FOR AIRCRAFT PRODUCTION

This 21-ton riveting machine, one of four which have just been put into operation at the San Diego plant of the Convair Division of General Dynamics Corporation for the production of Convair 880 and 600 jet airliners, is seen completing one stage of an automatic five-part riveting cycle. It is securing the skin of a wing to the "stringers" (structural members). The four pieces of equipment were designed and built by Nuclear Products—a division of A.C.F. Industries at Riverdale. They automatically drill, countersink and counterbore holes, insert the correct-size rivet and shave off the heads at the rate of one rivet every three-and-a-half seconds. The only manual labour required in their operation is for a workman to move the section of the aircraft being riveted through the mouth of the machine. The Convair 880 is a four-jet transport aircraft for medium-range routes. The first production models are expected this year. The Convair 600 has been developed from the 880. Its fuselage is some 10 ft. longer.

AN AIRCRAFT WING TAKES SHAPE: The wing panel of a Convair 880 moves between the jaws of one of the four new riveting machines, which secure the wing and fuselage skin to the structural members.

A GLASS-FIBRE HULL TAKES SHAPE: At the Hampton-on-Thames boatyard of John I. Thornycroft and Co. Ltd., a workman cuts a roll of fibre-glass mat into sections. In the background, another is being laid up in a mould with resin.

INTERIOR VIEW: It is taken looking aft of a 38 ft. 6 ins. glass-fibre reinforced plastic polywog hull. The longitudinal and transverse strength members are clearly visible.



TWO STAGES OF PRODUCTION: *Left*—The view is of a 24-ft. glass-fibre reinforced plastic hull shortly after its removal from the mould. The picture gives some impression of the remarkably smooth surface which has been obtained without additional resin spray. *Right*—Workmen prepare to remove a boat from its mould.

THE CONSTRUCTION OF GLASS-FIBRE HULLS

John I. Thornycroft and Co. Ltd. has over ninety years' experience in the construction of boats for a wide variety of purposes. Throughout this time, efforts have been concentrated on producing vessels in which the emphasis is on materials, craftsmanship and fitness for purpose. As a result of development and scrutiny of new materials and new methods, craft can be constructed of glass reinforced plastic. The hulls are made from Polyester resin reinforced with glass fibre and are laid up by hand. They are moulded in one piece, the method used producing a highly-polished exterior skin. The great strength of the hull is increased by hardwood or alloy longitudinal and transverse members which are moulded in and further supplemented by the glass-fibre forms produced by moulding and bonding them to the hull. By this method the additional "strength members" need no through fastening in the hull. It is essential to maintain strict temperature control and cleanliness and freedom from damp during moulding and curing. Decks, bulkheads, superstructure and furniture are made from wood.

The World of Books

THE MEN OF POWER

A Gallery of Portraits by Woodrow Wyatt; The Story of the Brigade of Guards and an Account of a Famous Volunteer Regiment in the American Civil War; History, Travel and Religion; Recent Fiction

MANY of the men who help to direct, or at least to influence, the destinies of this country are quite unknown to the average man and woman. They may be names with a faintly familiar ring or they may be completely unknown personalities. Mr. Woodrow Wyatt takes a long, objective look at the twenty-six representative people (there are no women among them) who, in his view, are men of enterprise in their various fields, and something more than that in relation to their country and its fortunes. DISTINGUISHED FOR TALENT (Hutchinson. 21s.) is a collection of portraits made to an original plan. Certainly Mr. Wyatt has included such world-famous figures as Winston Churchill and Aneurin Bevan but who, south of the Trent, has heard of John Moores, Chairman and founder of Littlewoods Pools? And neither W. J. Carron, anti-Communist head of the A.E.U., nor Eric James, High Master of Manchester Grammar School, are exactly household names. Mr. Wyatt has chosen his influential figures from the arts, from the theatre, from publishing, newspaper-making, filming and televising and from the worlds of commerce, heavy industry and science. He has allowed nothing stereotyped to creep into his gallery of sketches and the result is a fresh and provocative book with plenty of food for thought and a genuine appreciation of England's present possibilities for greatness.

Fighting men of this country and of our ally, the United States, are the subjects of two new war books. Lieut.-Colonel Keith Briant, who served in the last war with the Irish Guards and has since then been for some years Director of Public Relations to the British Army of the Rhine, has written the story of the Brigade of Guards, their tradition of courage and discipline and their reputation as possibly the finest fighting men in the world. His book is founded soberly enough on historical fact but it is lit, time and again, with flashes of the great drama inseparable from war, wherever it is fought or in whatever epoch. FIGHTING WITH THE GUARDS (Evans. 18s.) is admirably condensed, lively, informative and worthy of the men whose exploits it celebrates.

THE TWENTIETH MAINE (Eyre and Spottiswoode. 30s.) was the name by which a volunteer regiment of the American Civil War was known; a regiment which fought from the Battle of Antietam in 1862 to Appomattox and the surrender of the South in 1865 (just a week before Lincoln was assassinated). The 20th Maine at Gettysburg prevented the flank of the Union Forces being turned, saving the day, the battle and, quite possibly, the Union itself. Mr. John J. Pullen has written this regimental history which is also, to a considerable extent, a history of the war between the States, with commendable skill and a nice feeling for the distinct individuality which the regiment itself developed. The Civil War photographs which he has used as illustrations are not only moving but of a very high technical order and it is disappointing that their sources are only listed as Library of Congress or National Archives. Surely some of these are the work of that fine pioneer in photography, Matthew Brady?

GEORGIAN CHRONICLE (Methuen. 21s.) treats of milder matters and indeed can scarcely be called a stirring book in any context. Mrs. Betsy Rodgers writes affectionately and knowledgeably about her eighteenth-century forebears, the Aikin family, and about one of them in particular, a Mrs. Barbauld, who was a minor poet and a popular writer of children's books. Mrs. Barbauld and her family are the main theme of the book. The chief interest lies in the picture it gives of the Nonconformity of the period and the references to such family friends as the great Dissenters, Joseph Priestley and Gilbert Wakefield. It is not always easy going, partly because there is little to help the visual side of one's imagination, few descriptive passages and a lack of colour, but it is rewarding for the pertinacious student of the English social scene.

Sir Charles Petrie, eminent historian and great authority on seventeenth- and eighteenth-century England, has revised and added to his history of THE JACOBITE MOVEMENT (Eyre and Spottiswoode. 35s.), which has now been published in an entirely new edition. The additions to the earlier version consist of new material on the Irish campaign of 1689-1691 and on the "Fifteen." For the latter the author has been immensely helped by the discovery of an extremely candid diary kept by the young Duke of Liria, in which he expressed himself with some force on contemporary figures, describing The MacIntosh of the time as "a brute beast who was as obstinate as a mule and as savage as a tiger." This new edition is a treasure trove for even the amateur historian. It is difficult to see why the publishers have quoted that ambiguous judgment of the late John Buchan's, expressed in a letter to the author, that "I do not think you could have done it better."

A DISTINGUISHED DETECTIVE-STORY WRITER: Ngaio Marsh's latest novel, *Singing in the Shrouds* (Collins. 12s. 6d.), was published at the beginning of this week. The hero is again Superintendent Alleyn. Ngaio Marsh's stories of the cases in his career at Scotland Yard have delighted connoisseurs. Awarded an O.B.E. for services to her native land, New Zealand, in 1948, the author's first novel was published in 1934.

Mr. Harold Forster is a young classics don who is now Professor of English at a University in Java and his background includes, besides an enviable career at Cambridge, war service in the K.R.R.C. and participation in the first wave of Commandos to land in Greece in 1944. He took part there in the liberation of Corinth, with the help of the Bishop, and later married a Greek girl from Chios, and settled in Greece until his appointment to the East. He is now working in Uruguay and is at all times very handy with a camera. Often, all that one wants to know about an author is that he can or cannot write competently, excitingly, poetically or thoughtfully, and this is as it should be, but I cannot help feeling that this brief little summary of Mr. Forster's life up to date is really relevant since it helps to explain why FLOWERING LOTUS—*A View of Java* (Longmans. 25s.) is such an exceptionally good travel book.

PROPHET AND WITNESS IN JERUSALEM (Longmans. 16s.), by Adrian Hastings, is a sincere Catholic attempt to provide a key to the writing of St. Luke, his Gospel and the Acts of the Apostles. Little is known about Luke, except that he was a physician, accompanied St. Paul on many of his journeyings and probably was imprisoned with him and that he almost certainly wrote the Acts. Adrian Hastings puts forward a tenable theory about the sources which were used by him in his writing and about the man himself. Luke was eighty-four when he died, "unmarried and childless," not a Jew but a Gentile and probably a Syrian of Antioch, who had become a disciple of the Apostles and followed St. Paul until his martyrdom.

THE MILL HOUSE (Bodley Head. 10s. 6d.) is t work of a novelist who always writes tenderly of the ru scene, and to choose that word is not to imply that tend ness necessarily has any sentimentality about it. Adrian Bell has a deep, and possibly a mystic, und standing of the English countryside but it is also—a this is no contradiction—a practical understanding. can describe a good cow's yield of milk with as mu feeling, though not with an identical feeling, as he c write of old oak trees or the traditions of husband This new novel of his owes more to this perception th to his handiness with a story line but it is a small delig nevertheless. I found its conclusion melancholy.

Miss Elizabeth Cadell is a romantic, and in the Engl literary scene there is always room for one more co vinced romantic. The new novel from this most manne pen is THE GREEN EMPRESS (Hodder and Stought 12s. 6d.), a story in which a group of people are passeng in an admirably organised touring coach, driving acro France and Spain to Portugal and suffering various misha of a not too agonising nature on the way. Pleasa deftly told and with a genuine knowledge of the countri histories to illuminate the background.

BY MOONLIGHT (Robert Hale. 12s. 6d.) is Capt Peter Churchill's first war novel and since it deals with English officer dropped over France to supply and fig with a French *maquis* organisation, it might be said have a highly authentic atmosphere. It is also a we shaped story and is thoroughly exciting to read as should be with all its essential structure firmly based on fa

Miss Muriel Spark is a critic, novelist and short-st writer of some brilliance as her new collection of one le and ten short tales, THE GO-AWAY BIRD (Macmill 13s. 6d.), will confirm. The title story, as long as one Colette's or Simenon's complete novels, is set in the Afri which the author evidently knows so well. It is poigna amusing and adult. It is also the work of a highly accom plished craftsman. Recommended for your list without del

The first of this week's three crime stories dese more space than I can give it to-day. Except for t notably weak points, one a matter of character, the o of situation, it is wholly good and as well written as convincing. The scene of THE STONE ROSES (Eyre Spottiswoode. 13s. 6d.) is Prague in post-war days. T protagonists are newspapermen from the free side the Iron Curtain, Czech politicians and diplomats, and Russians who are only in the third month of their sei of power. Miss Sarah Gainham knows her Central Eu well and contemporarily, without many illusions histrionics. Her book, more than any I have read months, deserves to be called a thriller.

THE HOUSE ABOVE THE RIVER (Hodder Stoughton. 12s. 6d.) is at its strongest where a discussion sailing methods is concerned; at its weakest in an exam tion of murderous motives. This Brittany story by Josephine Bell still has a certain distinction, however, perhaps her next one will be closer to her own high stand

PLANNED DEPARTURES (Hodder and Stough 13s. 6d.) is an anthology of crime stories chosen members of the Crime Writers' Association and incl contributions from Ellery Queen, Helen McCloy, B Vickers and of course, John Creasey, among others. Hig entertaining and a very satisfying buy whether you are go on a long train journey or staying at home trying not to th about the Internal Revenue boys.

Vernon Fau

OUR CANOPY OF AIR

Its Important Role in the Creation of Life on This Planet

The air is an invisible element which some of us may be inclined to consider only in connection with weather, flying, and breathing, but in recent years it has been established by men of science that the air enveloping the earth played an important role in the creation of life two or three thousand million years ago. The air, like the sea, is, in fact, a storehouse of innumerable things invisible—formless, tasteless and colourless though it may be. Dr. Theo Löbsack, a German scientist with a flair for simple exposition in his own abstruse field, takes us back in his newest volume to the very beginnings of the earth, and, a few million years later, to the time when the earth's crust cooled off sufficiently for the raindrops to fall on the land, thus forming rivers, lakes and oceans which began, in turn, to erode the continents.

EARTH'S ENVELOPE (Collins. 21s.) is a fascinating volume, and in its closing chapters a sombre one, for Dr. Löbsack highlights some of the problems arising from the presence in the atmosphere of radioactive dust particles. He shows how the atmosphere which, by the nature of its composition, once helped to create life, may now, with its sinister freight, threaten life's very existence. We must realise the danger before it is too late, the author asserts. Earth's envelope surrounds us with all its bounty, it curves above us like a protecting hand, invisible but of vital importance to all living things. It is within our power to preserve this boon or to destroy it.

On January 25 will be celebrated the bicentenary of the birth of Robert Burns, the National Bard of Scotland and one of the best-loved poets in the world. THE BURNS ENCYCLOPÆDIA (Hutchinson. 25s.) is being published to mark the occasion; it is the work of Maurice Lindsay, a northern poet who himself writes in the Scottish dialect and possesses an innate sympathy w the Burns tradition. The encyclopædia can, with doubt, prove an aid to understanding Burns and work. With an elaborate index, in addition the alphabetical arrangement of the work, often obscure references can be speedily tracked down. may be a book for the ardent Burns sleuth, but fancies, too, that it will appeal to the browser. In addi to the frontispiece, based on Alexander Nasmy portrait, there are some fifty illustrations in this excel and wide-ranging volume.

Bix Beiderbecke was a notable product of the age, in an era of collective improvisation. Charles Wareing and George Garlick have combined to w his biography, and they give it the title of BUG FOR BEIDERBECKE (Sidgwick and Jackson. 25s.). authors insist more than once that here was one of dedicated minority, not "one of the multitudin counterfeiters of cacophony." Bix Beiderbecke, play during the 1920's in Chicago, was possibly the grea and the most influential white jazz trumpeter in the h history of this kind of music. Old records of one b in which he played, The Wolverines, vividly recall rather garish era in Chicago. This long book at least documents his life and there is a detailed discogra

A KEY MOMENT IN THE PLAY : In a scene from the third act of *Two For The Seesaw*, Jerry (Peter Finch) turns the cold-water tap in the bathroom as Gittel (Gerry Jedd), recovering from her illness, says that she loves him. Jerry, after a period of despair, has been encouraged by Gittel to enter the examinations to be a barrister in New York. The wry comedy, now running at the Theatre Royal, in the Haymarket, was written by the American author, William Gibson, and is set in New York.

DINNER FOR TWO : Asked by Jerry what makes the fabulous chicken he is eating taste like gin, Gittel replies " Gin." The play, which is both funny and sad, has only two characters, played by Peter Finch and Gerry Jedd.

"TWO FOR THE SEESAW"

Alone in a one-room apartment in New York, a lawyer from Nebraska picks up a telephone and rings up a girl he met at a party. His name is Jerry and he is desperately lonely after his broken marriage. The girl he rings is too proud to acknowledge her ill success in her career as a dancer and her recurring bouts of ill health. Throughout the play, running at the Theatre Royal, Haymarket, their relationships seesaw from pungent wit to wry sadness as the lawyer, eager to offer help to salve his self-respect, tries to make his life with a girl who has become self-reliant.

The duet for two voices is written with fidelity to human experience. Set in either the apartment of Jerry or of the girl, Gittel, and sometimes in both as they ring each other up, *Two For The Seesaw* is played against a backdrop of New York, to the sound of the roaring traffic. A two-part play is a dangerous theatrical exercise, but this one is a brilliant piece of technical expertise, illuminated by the warm and true observation of the author, William Gibson. A young American actress, Gerry Jedd, contrives to find in the part of Gittel a wide range of emotions without seeming effort: she moves and gestures balletically with wit and affection for the type of young Bohemian she is representing. The lawyer from Nebraska is played by Peter Finch, making an overdue and welcome return to the West End stage after six years as a film actor. The never apparently contrived production was devised by Arthur Penn.

LINKED BY TELEPHONE : Alone in their separate apartments, Gittel and Jerry talk to each other. Throughout the play the telephone is so expertly used that at times it appears to be a third character in the drama. Gittel is a Polish-Jewish would-be dancer, born in the Bronx, and Jerry is a lawyer from Nebraska, about to be divorced.

The big-game hunter who is an expert cameraman is no rarity these days, and Donald I. Ker, who has been a professional hunter since the mid-'20's, is one of the best of them. The photographic and non-shooting safari is all that he really desires, and which he is helping many thousands of others to enjoy. In his book THROUGH FOREST AND VELDT (Robert Hale. 18s.) Mr. Ker tells the story of his African adventures in a most entertaining way, and always we have the feeling behind his words that the big game of Africa are a trust, and one that is not to be treated lightly.

It is doubtful if any African travellers have ever completed a journey in such ignorance, so ill equipped and in greater discomfort than Constance Tomkinson who, in AFRICAN FOLLIES (Michael Joseph. 15s.), writes of her adventures with the eccentric, Mr. Doe. Their first plan was to fly to Timbuktu, have a look at the animals at a safe distance, and return to civilisation in a matter of ten days. But the two wanderers satisfied their urge to keep wandering by taking every available plane reservation with very little regard to the aircraft's direction or their own previous intentions. The result is a hilarious travelogue by a writer whose liveliness is revealed on every page of this lightweight narrative.

All Leo Walmsley's novels are drawn from life. In SOUND OF THE SEA (Collins. 15s.) he has gone back to his boyhood at the turn of the century in the Yorkshire fishing village he calls Bramblewick. This is a beautifully-told story full of humanity and, as always, the author seems to find dramatic quality in apparently unimportant happenings.

R. C. E.

BELOW THE ARCTIC ICE

Experimental Work of the American Army's Engineers in Greenland

The importance of the Arctic as a defence zone is nowadays fully appreciated. In the remote north-west of Greenland the Americans have for some time been carrying out research into the possibility of constructing living quarters and storage rooms below the ice cap. The pictures on this page show something of the latest phase in the experimental project which is being undertaken at Camp Tuto, near the American military air base at Thule. Scientists and technicians of the Snow, Ice and Permafrost Research Establishment (S.I.P.R.E.) of the U.S. Corps of Engineers are responsible for the work. The S.I.P.R.E. experts tunnel deep into the ice and it is reported that they are prepared to carve out specially heated and ventilated barrack-rooms, vast natural refrigeration stores and even such facilities as shops. Above ground they are concerned with the special problems presented by airfield runways in the Arctic. Greenland is not the only area in which the Americans are engaged on this type of research. Similar experiments are in progress in the north of Canada.

On right—

MILITARY QUARTERS IN THE REMOTE NORTH: The roads run to the entrances to extensive tunnels below the ice and snow at Camp Tuto, near the American air base at Thule, in Greenland. American engineers have been experimenting with underground installations for some time.

CARVING A TUNNEL: The equipment known as a Continuous Miner has a bank of chain-saws like teeth which cut into the ice face below the ground in the Arctic.

THE ENTRANCE TO A TUNNEL: The ice being cut away inside is being brought out on the conveyor belt running to the left foreground. The boards above the entrance protect workers from stones falling from above. The project at Camp Tuto is in the hands of the Snow, Ice and Permafrost Research Establishment of the U.S. army engineers.

THE SHAPE OF AN UNDERGROUND BARRACK-ROOM: The space which has been cut out will be fitted with an inner structure. This will be insulated, heated and ventilated and provide quarters in which men should be able to live in comparative comfort.

A STORAGE SECTION: Vaults such as this cut in the ice are intended for the storage of certain foods, equipment and fuel. A considerable advantage of the underground quarters below the ice cap is that they offer a high degree of protection against bombing.

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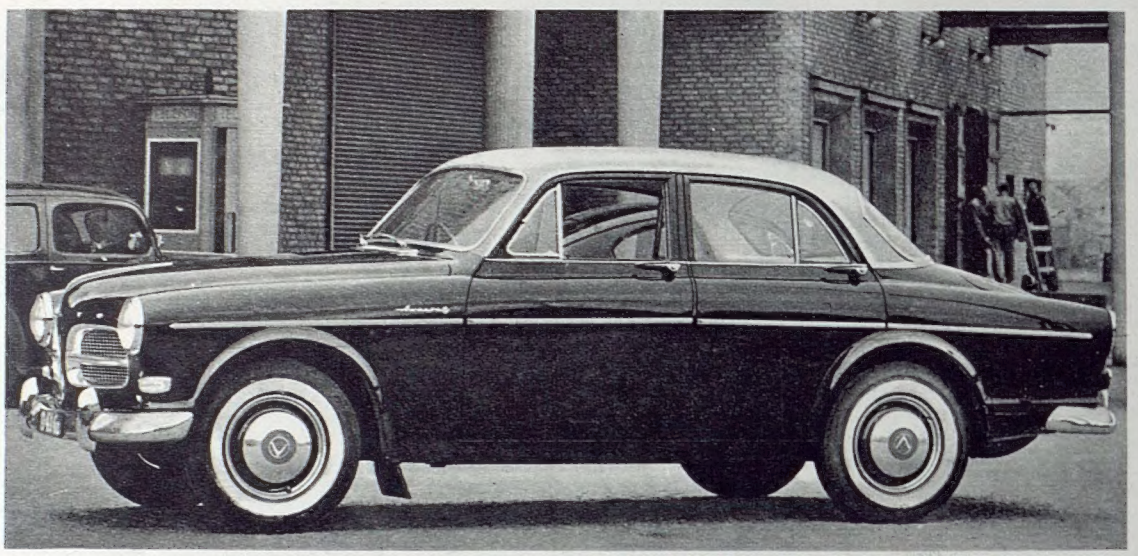
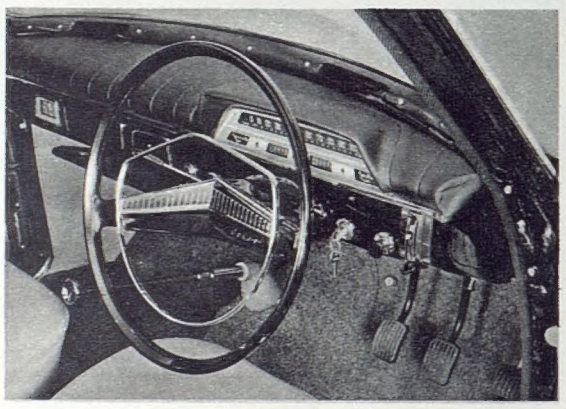
THE "MOST GLAMOROUS" RALLY

Preparations for the Monte Carlo Rally; A Swedish Car for Britain; A.A.'s Planning for the Future; About Britain's New Roads

By "THE SPHERE" MOTORING CORRESPONDENT

MONTE CARLO Rally crews are already on their way to the various starting-points, which include places as far apart as Stockholm and Rome, Athens and Glasgow, Lisbon and Warsaw. Drivers who live relatively close to their chosen starting-point have not yet had to think about making a move, for the Rally is not due to start until the afternoon of Sunday, January 18. They are using the time still available for completing the preparation of their cars, fitting or stowing away their special Rally equipment (including snow chains, shovels and tow-ropes, de-froster bars for the screens, and average speed indicators) and in studying the maps covering their 2,200-mile routes to Monaco.





THE FIRST SWEDISH CAR TO BE MARKETED IN BRITAIN: A newcomer to the roads of Britain, the Volvo 122S combines its exceptional performance with fine handling qualities. The car is powered by a 4-cylinder, 1,580 c.c. twin carburettor, overhead-valve engine which develops 85 brake horse-power at 5,500 r.p.m. It can reach speeds of around 90 miles per hour. *On left* — Instruments on the dashboard are grouped neatly and conveniently behind the steering wheel. The price, including tax, is £1,399 7s.

Of the 360 cars starting from nine different places, the 59 leaving Glasgow will be the first to move off—at four minutes past three in the afternoon.

The last contingent to get going will be the 54 crews who have chosen to start from Paris. The first Paris car is not due off until just before 2 a.m. on the Monday. Some of the contingents link up early on. For instance, the Rally processions from Paris, The Hague and Munich join up at Gerardmer, south-east of Paris, on the Monday morning. Not until Chambéry do all nine groups link up—early on the morning of the day the Rally cars are due at Monte Carlo. Last year only 59 crews out of the 302 that started reached the finish without losing marks for being late at one or other of the controls. Only 28 completed the tough mountain circuit on which drivers had to embark after a few hours' rest in Monte Carlo. This year's Rally crews come from 22 countries, with 45 makes of car representing eight nations. Britain is the country most strongly represented by both teams (105) and cars (141). The most popular British cars are Jaguar (24), Ford (23), Austin (19), Sunbeam (17) and Triumph (12).

Writing about the year's most glamorous rally reminds me that I have just had a chance to drive the Swedish Volvo 122S for several hundreds of miles. It was a Volvo in which the brilliant Swedish driver Gunnar Andersson won the European Rally Championship for 1958. His achievement was all the more remarkable in view of the fact that he has been driving seriously in rallies for only two years. Knowing something about the Volvo after my recent test, I am going to say that it was not mere luck that enabled Andersson to win the European Rally crown.

For this Volvo is a fine car, with a performance far beyond what you would expect from the perfectly conventional 4-cylinder, overhead-valve engine of 1,580 c.c. I am not referring merely to the car's top speed of close on 90 m.p.h., but to the zest with which the car romps to that kind of pace. It is a car you can drive fast with the greatest confidence, for the steering and road-holding are excellent, and the seats hold you firmly in place even when you are not wearing the shoulder-straps fitted as standard.

This is indeed a lively four-seater family saloon and one which is well finished. My main criticisms are that the brakes needed a lot of pressure (this may be due, for all I know, to the use of hard linings to make the braking more sensitive on Scandinavia's icy roads), the pronounced carburettor roar from the twin SUs, and the stiffness of the central lever controlling the fine four-speed gearbox. The Volvo is made at Goteborg and the U.K. concessionaires are Brooklands Motors, of New Bond Street, W.1. Price of the 122S in Britain is £932, increased by tax to £1,399 7s.

Just one more reference to the topical subject of rallying. . . . In the championship won by Andersson in a Volvo, Britain's Peter Harper came fifth in a Sunbeam Rapier. This is the highest placing Britain has gained for a long time. In the women's section, the worthy winners against tough opposition were Pat Moss (sister of Stirling) and Ann Wisdom, who drove a number of different British Motor Corporation models in various events: Morris Minor, M.G.A., Riley 1.5 and Austin Healey 100.

Big expansion plans are announced by the A.A. to cater for the rapid growth in Britain's motor vehicle population, which Viscount Brentford, the Association's Chairman, estimates will total close on 8,500,000 by the end of this year. The A.A. radio network is to be extended to three new areas—East Anglia, the North-East of England and the Midlands—by the provision of transmitters at Norwich, Lincoln (to increase the range of the Nottingham transmitter) and Alnwick (covering an area up to the Scottish border).

More than 300 new vehicles are to be provided for the A.A. road patrol service, including many with diesel engines and radio equipment, and a large number of motor-cycle outfits with lightweight plastic sidecars, leg-shields and windscreens.

Nearly 250 new or modernised A.A. boxes will be set up at the side of British roads. Important extensions to the Association's London headquarters—Fanum House, in Leicester Square—will be completed by early summer. Both the Manchester and Liverpool offices will be moved into new buildings, the Aberdeen headquarters is to move into new quarters, and the Maidstone office is being enlarged.

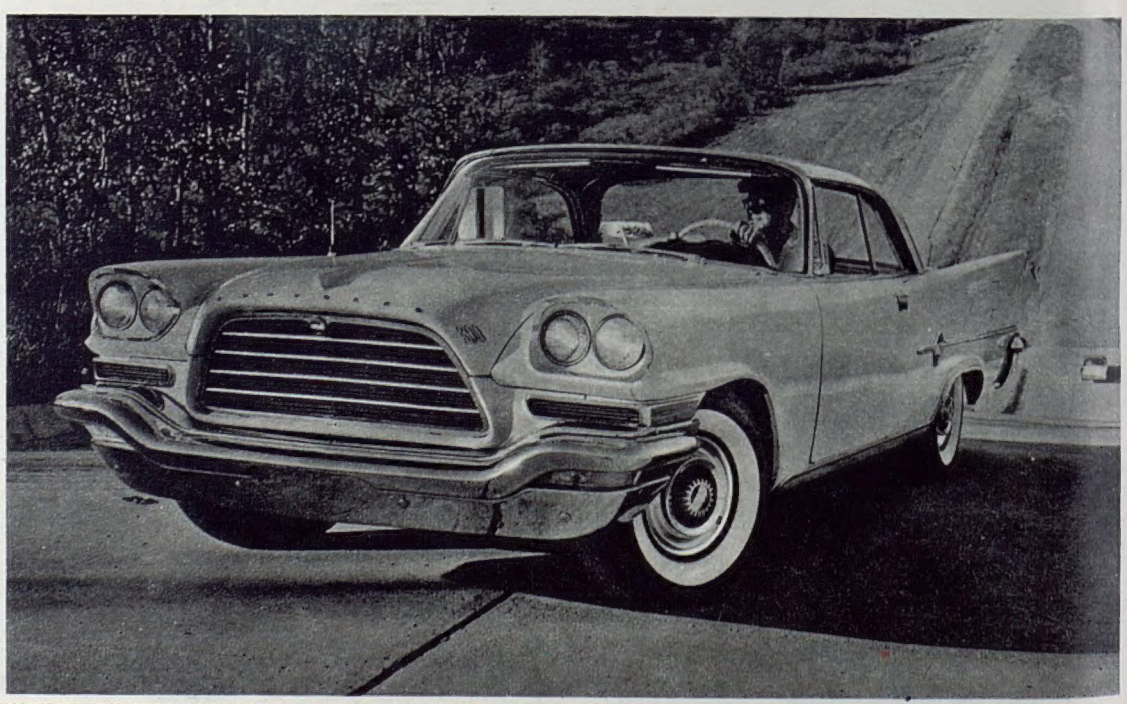
One thing more . . . the A.A. teleprinter network is to be extended to include the three offices not yet equipped, giving a total of thirty-three in the chain. It all adds up to a big capital outlay to enable the Association efficiently to cater for a membership which now totals over 2,150,000.

Two important aspects of Britain's new motor roads have been discussed lately by public speakers. At the annual lunch of the Motor Industry Research Association, the organisation which runs the industry's "co-operative" proving ground at Lindley, near Nuneaton, Mr. R. F. Newman suggested that Britain's car designers will have to do some re-thinking consequent upon the construction of the motor roads.

Mr. Newman is chairman of the Association's Council and his views are entitled to respect. But his remarks prompt the query: "Haven't British car designers realised long ago that their products have for years been exported in large numbers to countries which have long had motor roads?" If not, why not? Mr. Newman is, of course, quite right. The development of modern roads calls for a continuous review of design thinking. I have long held the view that on family cars with four-speed gear-boxes, the top ratio should always be a built-in "overdrive" to reduce engine speed and give quieter running, with less wear and greater fuel economy. This idea has been successfully exploited on the German Volkswagen, which is thus capable of cruising indefinitely on the *autobahnen* with the driver's accelerator foot hard down on the floorboard.

The other interesting motorway topic which came up recently was the question of the lighting of motor roads. Speaking in London, Mr. W. Robinson, Lighting Officer of the Electrical Development Association, said the cost of building motorways—£250,000 a mile—could be justified only if motorists were encouraged to use them as freely after dark as during the day. He thought this was only possible if the motor roads were lit throughout their length. Experiments were proceeding, he said.

One system under investigation used lighting units spaced at 300-yard intervals along the road. They produced lighted bands which were quite adequate to reveal the road beyond the range of dipped headlamps. No decision had yet been taken for or against the continuous lighting of motorways, which would cost about £4,000 a mile. It involved new principles, for the present official standard of main-road lighting was initially arrived at on the basis of safe vehicle movement at 30 m.p.h. without headlights.



INSPIRED BY THE JET AGE: The Chrysler 300E, said to be the most powerful model yet built by the company, is fitted with an engine of a completely new design. The perforated leather of the seats allows complete circulation of air. Most of this year's new American cars feature huge vertical or horizontal fins at the rear.

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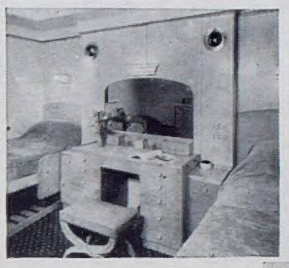

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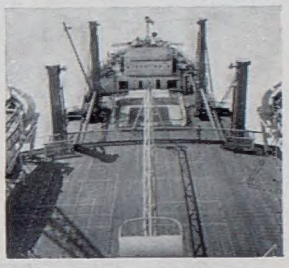

The "City of Durban" restaurant spans the full width of the ship and seats all passengers at one service.

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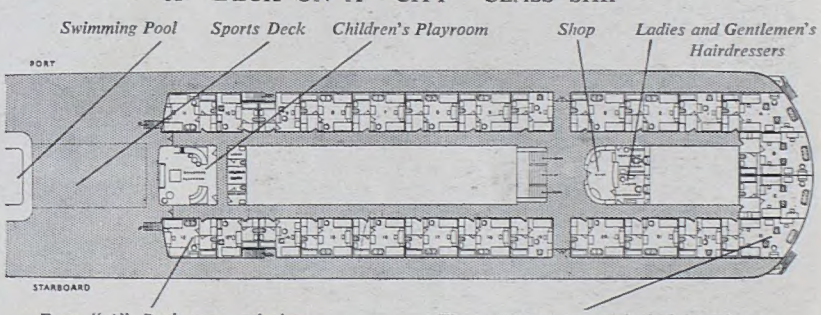

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Approximately every fourteen days an Ellerman "City" class ship sails for South Africa, Lourenco Marques and Beira. Passage rates are competitive . . . an outside double room, for example, with private bathroom *en suite*, is £155 per adult (£125 per adult on a 12-passenger vessel). Full information can be obtained from Ellerman Lines, Passenger Office, 29/34, Cockspur Street, London, S.W.1, or from all shipping and travel agents.

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